

BALTIMORE REGIONAL TRANSPORTATION BOARD

September 27, 2022
Baltimore Metropolitan Council
9:08 to 10:10 A.M.

MINUTES

The 346th meeting was called to order at 9:08 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 August 23, 2022 BRTB meeting was made by Ms. Walker. A motion was made by Mr. Alex Rawls to approve the minutes and seconded by Ms. Lynda Eisenberg. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Kevin Racine from Havre de Grace, MD shared an update on his work in the community to share how people can move around the region and the east coast corridor via transit. He shared that it’s his greatest accomplishment, as a person with disabilities who can’t drive, to be able to move around by transit and tell others about how they can as well.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that the draft 2022 Public Participation Plan (PPP) is open for a 45-day comment period through Friday, October 7. Staff hosted a virtual public meeting on September 20 at noon. Special thanks to Mr. Sam Snead for providing opening comments to the public at that meeting.

The Public Participation Plan serves as a guide for residents in the Baltimore region to navigate the regional transportation planning process. It also outlines the policies and procedures that the BRTB and staff follow while informing and engaging the public. Lastly, the Public Participation Plan includes a toolkit of public engagement practices and an evaluation process.

Comments are coming in on the draft PPP. To date there is support for virtual meeting options and general support for the changes to the PPP. However, there are some concerns being raised by the public regarding sufficient time to comment and if the BRTB is meaningfully considering or incorporating public comments. These concerns have also come up in a recent evaluation survey on the TIP comment period.

Staff will continue to monitor comments and suggestions and share a record of all comments with the BRTB for their response. Comments to date can be viewed on the project website. You can view those at publicinput.com/2022PPP. On that page the public can watch a recorded overview and record of the virtual public meeting, download the draft PPP, or share a comment.

Next, staff continue outreach on *Resilience 2050*, the next long-range transportation plan being developed. The sixth in a series of educational white papers and surveys has been released to share information on a range of topics related the long range plan. The latest white paper looks at emerging technologies. With the rise of electric vehicles, advanced driver assistance and automated vehicles, we can reimagine transportation systems connecting the Baltimore region. Learn more and comment at publicinput.com/resilience2050whitepapers. Also stay tuned for additional white papers on socioeconomic and demographic trends, active transportation; and more.

Last, Ms. Haines Benkhedda provided an update on the Transportation CORE. First, she thanked the BRTB and CORE members who attended the virtual launch of the Transportation CORE in August. This month the CORE is focused on reviewing the 2022 Public Participation Plan. A number of CORE participants joined the virtual public meeting on September 20th.

Members have also identified what they hope to get out of the Transportation CORE and what their interests are. Several members have also shared how they think transportation can be improved (attached). Staff are identifying future activities for the CORE and reviewing all comments. Ms. Haines Benkhedda encouraged members to review CORE comments and let staff know how they'd like to respond. Ms. Eisenberg asked how staff plan to respond. Ms. Haines Benkhedda reported that members could respond directly and engage in dialogue on the CORE website or they can send comments to staff to post on the BRTBs behalf.

[Handout: Public Involvement Report for September 2022]

4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Joel Gallihue reported the following from the September 2022 TC meeting:

- BMC presented a report which you will hear this morning. It included both an overview and recommendations for funding of applications for the FY 2023 Transportation Alternatives (TA) program which includes Safe Routes to School (SRTS) projects under the Surface Transportation Block Grant umbrella. Seven applications were received totaling \$6,040,550 in requests. There were 8 applications with 7 being recommended for funding. The TC accepted the recommendations and voted to send them to the BRTB for consideration.

- BMC staff presented background on the UPWP development and how the fiscal year closed out. A number of activities are ongoing and need to be continued in the FY 2023 UPWP. Members reviewed tasks all of those activities. The TC members did agree to send these tasks to the BRTB for carryover.

The TC members also engaged in a discussion of some of the challenges that local jurisdictions have in expending UPWP funds that contributed to the carryover. BMC provided some background regarding the UPWP funding, and discussed the “core” UPWP funding used by local jurisdictions versus the move to task specific reimbursements. Reimbursement for specific tasks (versus “core” and “subarea” projects) was preferred by both the State and Federal partners. Staff remains available to work closely with local members to repurpose and use the reimbursable funding. Mr. Gallihue asked if the State and Federal partners might reconsider “core” funding categories given that local jurisdictions participation in the process happens at almost all meetings of the Committee and the current policy may limit involvement (due to inability to obtain reimbursement) and ability to participate in the MPO activities. This discussion will continue at upcoming meetings.

- BMC staff discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a Study of Non-Motorized Travel. The study used Baltimore region, rather than jurisdictional, data. The focus was on persons who walk or bicycle.

The first variable for non-motorized travel was looking at Age Groups. Adults age 18-44 account for the largest share of Non-Motorized Travel at 40%) and the smallest group comprised Adolescents age 16-17 at 1.5%.

The second variable looked at was Home Geography. It was determined that Non-Motorized travel closely tracks residential density. Non-Motorized travel is highest in areas of very high density down to the lowest density. Twenty-two percent of persons who reside in Very High Density Areas engage in Non-Motorized travel down to almost four percent of persons in Very Low Density Areas.

Finally, there was an analysis of Non-Motorized Travel by Trip Purpose. The largest share of Non-Motorized Trips are for Meals and Shopping at 31% and the smallest share is for Personal Business and Other Tasks at 6%.

- MDOT serves as the lead for developing the state’s National Electric Vehicle Infrastructure (NEVI) program. NEVI is captured under the umbrella of the Maryland Zero Emission Vehicle Infrastructure Plan known as ZEVIP. As a first step, these funds must be used on Alternative Fuels Corridors and then can be used in communities. There are discretionary funds available for ZEV with guidance coming in late 2022. MDOT is coordinating with the Maryland Energy Administration on these programs.

There are 14 components to the NEVI plan, ranging from state agency coordination and public engagement to cybersecurity and labor/workplace considerations. The plan envisions Maryland as leading the nation with equitable, reliable and safe transportation electrification solutions. Planning for NEVI has presented a range of risks and challenges ranging from supply chain issues to grid capacity. The team also considered equity considerations around accessibility, affordability, and communication.

- Resilience 2050 Activity – BMC shared that technical scoring for candidate projects submitted for Resilience 2050 is nearing completion. Cost estimates are also anticipated soon. Kimley-Horn submitted a draft of the local financial forecasting tool and a technical memo that describes the data, sources, and update process. MDOT has not yet submitted an updated federal/state financial forecast.
- Progress on the Transportation Impact Study: Phase 2 – BMC staff provided a quick update on this project which builds on the [FY 2020 Phase I study](#). During a review meeting held in April, the committee decided all eight parameters/topics should continue to be considered for this study and no preference was identified for qualitative or quantitative measurement. The team developed separate templates for each parameter/topic to provide a framework to work through the pluses and minus of adding a given parameter/topic. Mr. Akundi shared a sample evaluation template for safety analyses that local jurisdiction staff can easily fill out in a few minutes. At the bottom of the template are a series of Yes/No questions on whether a particular parameter/topic should be included and the type of measurement (qualitative, quantitative, both or not applicable).
- FY 2024 UPWP and AMPO Annual Conference – Mr. Lang mentioned that it is time to begin thinking about developing the upcoming UPWP to be approved in April 2023. The purpose of taking members to the AMPO conference is to learn about topics to bring into the work program and interest in topics on a regional basis. Arrangements are currently being made for the trip to Minneapolis.

5. CONSIDERATION OF APPROVAL OF RESOLUTION #23-6

Ms. Charlene Mingus presented an overview and recommendations for funding of applications for the FY 2023 Transportation Alternatives (TA) program which includes Safe Routes to School (SRTS) projects under the Surface Transportation Block Grant umbrella.

TA program applications were due mid-May and MDOT SHA and BMC staff reviewed the applications and conducted site visits in coordination with the applicants. The total TA program funds available in FY 2023 for the Baltimore region is \$6,512,688. Seven applications were received totaling \$6,040,550 in requests. The total TA program funds available in FY 2023 for the Aberdeen/Bel Air South/Bel Air North area is \$631,719. There are also funds available from previous years totaling \$1.3M. No applications were received for this urbanized area.

Anne Arundel County submitted an application to complete the design of the Baybrook Connector which will include a planned shared use path and cycle track that extends 2.15 miles from the Nursery Road Light Rail Station to Potee Street or MD 2 at the Anne Arundel County/Baltimore City line. The total cost of design projects is estimated to be \$900,000 with a 20% match commitment. As stated in the application, the purpose of the project is to provide safe access for pedestrian and bicyclists to the BWI Trail Loop Spur which connects to the B&A Trail and access to the Nursery Road Light Rail Station, as well as, when the planned section of the Baybrook Connector is completed in Baltimore City, access to health care, the Middle Branch Waterfront, and Gwynns Falls Trail.

Anne Arundel County also submitted a SRTS application for construction of a sidewalk along Hammonds Ferry Road from Kingbrook Road to Kingwood Road. The new sidewalk segment would be 1,500 feet long with a total cost of \$620,000 and a 25% match commitment. The purpose of the project as stated in the application is to provide ADA compliant pedestrian infrastructure for children in the neighborhoods surrounding the Linthicum Elementary School.

Anne Arundel County submitted another SRTS project for the design of a sidewalk along Reece Road from Meade Heights Elementary to the Severn Intergenerational Center which is currently under construction. The sidewalk segment would be 2,600 feet long for a total cost of \$349,000 and a 28% match commitment from the jurisdiction.

The City of Annapolis submitted an application for construction of portions of the West East Express Trail which extends 1.86 miles. The total cost of the project would be \$2,402,400 with a 20% match commitment. The project purpose is to build, improve, and extend the Poplar Trail, the most heavily bike trail in Annapolis, to create a large regional loop by connecting to existing trails, and to increase equity and provide alternative transportation options to communities along the project.

Baltimore City submitted a SRTS application for construction of multiple improvements near Cecil Elementary. The project would seek to improve ADA enhancements and traffic calming at three intersections and install one mid-block crossing for a total cost of \$478,700 with a 60% match commitment. The project purpose is to address safety concerns around the school by: improving curb ramps to be ADA compliant, improving visibility of crosswalk markings, and encouraging driver awareness in the school zone.

Baltimore City also submitted an application for design of the two mile long Martin Luther King Jr. sidepath which will extend from Russell Street to Eutaw Street for a total cost of \$480,000 and a 20% match commitment. The project would develop final design plans to convert an existing sidewalk into a shared use path and the addition of traffic calming measures at intersections with the purpose of addressing ADA compliance issues, widening the existing sidewalk into a shared use path, and increasing options for multimodal travel for the surrounding neighborhood.

Howard County submitted an application for construction of the surface upgrade to the existing 1.3 mile Patuxent Trail for a total cost of \$2,495,500 and a 37% match commitment. The surface upgrade from dirt and gravel mix to a firm, weather resistant, and ADA compliant surface will provide a transportation based shared use path from Columbia to North Laurel and the City of Laurel.

The following projects are recommended for full funding: Anne Arundel County Baybrook Connector, Hammonds Ferry School Sidewalk SRTS, West East Express Trail, Cecil Elementary SRTS, Martin Luther King Jr. Sidepath, and Patuxent Branch Trail Surface Upgrade. The Reece Road Sidewalk SRTS project is not recommended for funding.

Mr. Michael LaPlace recommended approval of the resolution, and Mr. Theo Ngongang seconded the motion. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: Transportation Alternatives Recommendations]

6. CONSIDERATION OF RESOLUTION #23-7

Mr. Todd Lang introduced Resolution #23-7 regarding a reconciliation of FY 2022 carryover funding into the FY 2023 UPWP.

Mr. Lang explained that this is a standard item on the September agenda after the fiscal year closeout when remaining funding is known and to continue important projects into the current year. He provided a status and update on the projects proposed to be carried over. Also, a list was provided of the unspent funds proposed to remain available for each local jurisdiction for continued participation by local governments in UPWP projects. Mr. Lang reminded the Board that this is required as part of the UPWP and to officially bring these funds into the current program and reflect current activities. He stated we are asking to bring forward thirteen (13) projects and described each project and their status.

Mr. Lang described the local support of regional tasks and local subarea tasks, then presented the balances as of close of the 2022 fiscal year (FY 2022) and for use in continuing to participate in the projects identified. He asked that each jurisdiction review the tables and verify the totals. He asked that if there are modifications as members review the tables, they should work with Mr. Don Halligan to resolve via the Executive Committee for simplicity. He reminded the Board that the first quarter is ending and progress reports are due October 15th and reimbursement requests/invoices are due by October 31st. He said that the Technical Committee was briefed earlier in September and that they had recommended approval of the resolution. Chairwoman D'Andrea Walker called for a vote, Mr. Rawls moved approval and this was seconded by Mr. Ngongang. A role call was taken and Resolution #23-7 was unanimously approved.

[PowerPoint: FY 2022 Carryover into the FY 2023 UPWP]

7. BRIEFING ON THE BMC UASI AND RCPGP GRANT PROGRAMS

Mr. Blake Fisher presented a summary of work being done by the Baltimore Urban Area Security Initiative (BUASI) and Regional Catastrophic Preparedness Grant Program (RCGPG). He overviewed the jurisdictions that make up the BUASI (Anne Arundel County, City of Annapolis, Baltimore City, Baltimore County, Carroll County, Harford County, and Howard County) for context of work being done.

Information was shared about the FEMA mandated Threat and Hazard Identification and Risk Assessment (THIRA) Stakeholder Preparedness Review (SPR). He noted the push to better align the region's report development with the State to minimize potential contrasting reports and maximize the ability to receive funding. The BUASI facilitated Texas A&M Engineering Extension Service Courses (TEEX) for jurisdictions in the BUASI.

Collaboration is a major priority for the BUASI due to the fact some places may do things better than our regions and vice-versa. The BUASI has also had, and will continue to have, peer presentations from UASI's nationwide to share best practices. A number of BUASI staff

attended the National Homeland Security Conference where they connected with their UASI counterparts in the National Capital Region (NCR), San Francisco, Denver and Boston.

Mr. Fisher informed the BRTB of the Fiscal Year 2022 RCPGP grant joint application between the Baltimore region and the State of Maryland. The grant will focus on evacuation planning for the Delmarva Peninsula while expanding upon the existing evacuation planning in the Baltimore region. *Members of the BRTB board would like an update on the FY22 RCPGP Evacuation grant application during the next BRTB meeting.*

New BUASI subcommittees have been formed, Cybersecurity Committee, Public Information & Warning Committee, and Grants/Fiscal Representative Committee. The intent of these committees are to bolster regional collaboration in the aforementioned areas in preparation for new funding opportunities.

There was an overview for the ongoing RCPGP grants. FY 2019 - Food & Water grant was awarded to enhance/develop our capabilities to provide food and water to the community following a disaster. FY 2020- Emergency Housing grant was awarded to enhance/develop our capabilities to provide short- and long-term housing for individuals, families, and those with access and functional needs. Mr. Fisher informed the BRTB that a series of training exercises are scheduled and open to all jurisdictional staff. The first is a 4-part training focused on the three phases of disaster housing and case management. RCPGP national partners who have experience with disaster housing are invited to participate and share their best practices. The second training series is two parts, focusing on "Equity in Emergency Management". These training opportunities will happen during spring 2023 with one of the training sessions open to the whole community given the lessons learned during COVID.

The RCPGP team at BMC is working through the RCPGP taskforce which is made up of a representative from each jurisdictions emergency management office to develop tools/documents/templates that can be during emergency food and water distribution and disaster housing.

An illustration was presented that conceptualizes the food and water supply chain to simplify how the flow of commodities come in and out of the region during a disaster. This concept was developed as a reference in the regional food and water framework for FY 2019.

Mr. Fisher presented an image of the Baltimore UASI Regional Catastrophic Food & Water Resilience Map to demonstrate a planning tool that was developed for the FY 2019 grant. The RCPGP team and taskforce are looking towards the future and want to build data layers around capabilities for the FY 2020 Emergency/Disaster Housing grant that can be easily integrated into a mapping platform to serve as preparedness and planning tool.

[PowerPoint: Baltimore UASI and RCPGP]

8. UPDATE ON THE PROGRESS OF FY 2023 UPWP PROJECTS AND AMPO PREVIEW

Mr. Todd Lang prepared to discuss the AMPO conference and UPWP topics. The UPWP is the annual work program for the BRTB and runs from July 1 to June 30. The BRTB and committees

work on development of the upcoming UPWP between September and January. A draft document is released in February for a 30-day comment period and presented at the April BRTB meeting for discussion and approval. At this time focus areas are being discussed. It is intended that the AMPO conference in October will help stimulate ideas.

RFPs and contracts for FY 2023 have been initiated for the following topics: connected and automated vehicles, safe system approach, equity best practices from MPOs/COGs, transit skills and technology support, and a vision for an integrated regional bicycle network.

Coming up is the electric vehicle charging stations, evaluation of "Fares, Fees and Fines", thirty percent design for next PRG segment, continue TLC grants, and next RTP corridor. Also in development is growing transit post pandemic, corridor management plans, coordination of human service transportation providers, and assisting on local transportation plans.

Turning to the upcoming UPWP, some topics that have surfaced include: improving mobility for underserved communities, MPO strategic planning, a regional profile of freight movement, net zero emission scenarios, envisioning the future of transportation, and training new transportation staff. Additional ideas include: changing face of employment and retail, making TOD viable, explore micro-transit solutions, preparing for unmanned delivery vehicles and aerial deliveries, coordinating affordable housing and transportation planning, and targeted TDM planning.

Members supported training for new staff and looking at transit post pandemic and about parking and curb management. Parking is a consideration that applies to all members.

[PowerPoint: Review of FY 2023 Focus Areas and AMPO Topics]

9. OTHER BUSINESS

Mr. Lang shared that the October BRTB meeting will be virtual, however it may be cancelled due to the AMPO conference. Continue to work with MDOT on new formula programs and hope to have updates in the near future.

The meeting adjourned at 10:10 A.M.

Members

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
Michael LaPlace (for 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
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

Beyah Baylor, guest

Erin Bolton, BMC

Cindy Burch, BMC

Yvette C, guest

Rebecca Deibel, BMC

Blake Fisher, BMC

Joel Gallihue, Harford County

Monica Haines Benkhedda, BMC

Don Halligan, BMC

P. James, guest

Dan Janousek, MDOT

Liz Koontz, BMC

Khari Karade, guest

Keith Kucharek, BMC

Todd Lang, BMC

Sheila Mahoney, BMC

Anna Marshall, BMC

Crystal McDermott

Charlene Mingus, BMC

John Mullen, guest

Nick, guest

Catrina Parham, guest

Quincy, guest

Kevin Racine, guest

Shane Sarver, BMC

Eileen Singleton, BMC

Dwight Tigner, BMC

Desiree Vanderloop, guest

Greg Wissman, guest

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board