

## BALTIMORE REGIONAL TRANSPORTATION BOARD

April 19, 2024  
Baltimore Metropolitan Council  
9:55 to 10:15 A.M.

### MINUTES

The 363<sup>rd</sup> meeting was called to order at 9:55 A.M. by County Executive Jim Moran.

Note: This meeting was preceded by a meeting of the BMC Board of Directors and subsequently many members needed to leave for another event. Therefore this was an abridged meeting with the six Action Items combined into one presentation with one set of motions and vote.

#### 1. CONSIDERATION OF RESOLUTIONS #24-17 THROUGH #24-22

Mr. Todd Lang provided an overview of all of the Resolutions:

Resolution #24-17 - MDOT SHA requested to amend the FY 2024-2027 TIP. The I-70: MD 32 to I-695 project will reduce the project scope to eliminate the US 29 and US 40 sections of the project. These two segments will proceed as separate district projects with separate amendments once the projects move forward. As a result of removing the US 29 and US 40 segments, this amendment eliminates Right of Way and Construction funding and adds \$3.6 million in engineering funds for the remaining I-70 segment.

Resolution #24-18 - MDOT SHA requested to add a new project to the FY 2024-2027 TIP. The National Electric Vehicle Infrastructure (NEVI) project will provide a network of convenient, reliable, affordable, and equitable vehicle charging stations along Maryland's designated alternative fuel corridors. This amendment would add NEVI funding, STBG funding, and \$4.3 million in private contractor funding for design and construction.

Resolution #24-19 – the BRTB is being asked to adopt the FY 2025 Addendum to FY 2024-2025 Unified Planning Work Program, also known as the UPWP, the work program for the BRTB. This budget will fund FY 2025 and totals \$10.6M. There was a 30-day comment period with several comments coming in. Next Mr. Lang shared a list of key focus areas that will be supported by consultants.

Resolution #24-20 - to adopt a Disadvantaged Business Enterprise Goal for consultant activities undertaken in FY 2025. The goal is set in conjunction with the goal of the MDOT

Office of Planning. The goal for consideration is 26.2%. Of note, our last six months achieved 40.6% DBE in our contracts.

Resolution #24-21 – Baltimore City requests an amendment to the FY 2024-2027 TIP to add funding to the RAISE Transit Priority project. This project includes a comprehensive suite of investments that will facilitate more efficient transit trips and address existing issues along the CityLink Blue and Orange routes. This amendment increases the total FY 2024 funding to \$54.4 million.

Resolution #24-22 - MDOT MTA has four project amendments to the FY 2024-2027 TIP.

1) MDOT MTA is requesting to amend the MARC Facilities project to increase construction funding by \$48.16 million in FY 2024. Improvements anticipated with this funding include station upgrades, maintenance facility upgrades and track improvements.

2) MDOT MTA is requesting to reinsert the Kirk Bus Facility project into the FY 2024-2027 TIP. This project is in the project closeout phase, however, it is necessary to shift \$8.244 million from previous years to ensure funds are shown in the year of obligation.

3) MDOT MTA is requesting to add the Anne Arundel County Low or No Emission Bus Program project to the FY 2024-2027 TIP. This project would provide \$2.268 million of Section 5339 (c) funding to purchase up to four new low emission diesel-electric hybrid buses as part of the County's five-year plan to transition to a zero-emission fleet. All vehicles are expected to be delivered by March 2026.

4) MDOT MTA is requesting to add the Baltimore Penn Station Multimodal Investment project to the FY 2024-2027 TIP. This project consists of a set of multimodal improvements at and around Baltimore Penn Station. Improvements include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments. The project is funded by a \$7.4 million RAISE grant.

County Executive Steuart Pittman recommended approval of the six resolutions, and Mr. Anthony Russell seconded the motion. Neither Board members nor the public had any comments or questions on the resolutions. The board voted unanimously to recommend approval of the resolutions.

***[PowerPoint: Combined April 2024 BRTB Action Items]***

## **2. PRESENTATION: STATUS OF THE PORT OF BALTIMORE**

Mr. Paul Wiedefeld, Secretary of MDOT, indicated that the Federal Government is responsible for the 50-foot portion of the channel in the Patapsco River and everything else that has been opened, as well as the 20-foot draft that will hopefully be open soon.

The state has been working with companies around the globe to move some of the products, particularly the automobiles that come in traditionally under the bridge, to be delivered to TradePoint Atlantic facilities. Automobiles are physically being moved to different portions of

Dundalk where they get processed before going to dealers. There are also opportunities on the rail side to bring in goods through another port and be delivered to Baltimore.

The state is looking forward to full opening of the channel and working again with global companies, and are currently discussing how they see that being staged.

The cruise ships are currently being run through Norfolk but we the hope is to bring them through Baltimore as quickly as possible.

Traffic impacts are a big concern and traffic monitoring is ongoing. Early data was skewed by spring break and then rainy weather.

The situation changes day by day. Until there is a full opening, it will be hard to understand how this will play out in the region. The other major effort that we have going is the rebuild effort. Typically funding used on the national highway system uses 80% federal money. The interstate system gives allows 90% federal funding but we are actually stretching for the 100% that was promised by the President.

We are pursuing a process called a progressive design build versus a design build. In a progressive design build process, the contractor brings on the designer as part of their team. Traditionally, we hire the designer first. We design it, and then we hire a contractor to build the bridge. So, this will include all three parties together. We need the contractor, the designer, and the client, and then we work through phases of the delivery of the project.

### **3. PUBLIC PARTICIPATION**

No one wished to address the BRTB.

### **4. OTHER BUSINESS**

There was no other business. The meeting ended at 10:15 am.

#### ***Members***

Gavin Buckley, City of Annapolis Mayor

Bob Cassilly, Harford County Executive

Elizabeth Gordon (for Holly Arnold), Administrator for Maryland Transit Administration

Mike Kelly, Executive Director, Baltimore Metropolitan Council (BMC)

Jill Lemke (for Rebecca Flora), Secretary Maryland Department of Planning

Serena McIlwain, Secretary Maryland Department of the Environment

James J. Moran, Queen Anne's County Commissioner

Steuart Pittman, Anne Arundel County Executive

Valeriya Remezova, Federal Highway Administration (FHWA), Maryland Division

Ed Rothstein, Carroll County Commissioner

Anthony Russell (for John Olszewski), Baltimore County Executive (Chair)

Brandon Scott, Baltimore City Mayor

Brian Shepter (for Calvin Ball), Howard County Executive (Vice Chair)  
Paul Wiedefeld, Secretary, Maryland Department of Transportation (MDOT)

**Staff and Guests**

Kemi Ademuyewo, FHWA  
Ben Allen, MDOT State Highway Administration (MDOT SHA)  
Regina Aris, Baltimore Metropolitan Council (BMC)  
Melissa Badeker, McCormick Taylor  
Tony Bridges, MDOT  
Brandon Brooks, MDE  
Cindy Burch, BMC  
Tyson Byrne, MDOT  
Jasmine Champion, Federal Highway Administration, Maryland Division  
Joe Cluster, Harford County Executive's Office  
Steve Cohoon, Queen Anne's County Department of Public Works  
Angie Daniel, Baltimore County DPW&T  
Kwaku Duah, Annapolis Department of Transportation  
Preeti Emrick, Baltimore Urban Area Security Initiative  
Bill Ferguson, Maryland Senate  
Blake Fisher, BMC  
Emad Gheibi, Morgan State University  
Louisa Glazunova, BMC  
Scott Goldman, MDE  
Monica Haines Benkhedda, BMC  
Don Halligan, BMC  
Tavon Hawkins, MDOT SHA  
Chris Jakubiak, Annapolis Department of Planning  
Dan Janousek, MDOT  
Corren Johnson, Baltimore City Department of Transportation  
Mary Lane, Carroll County Department of Planning  
Sam Kahl, Harford County DPW  
Zach Kaufman, BMC  
Keith Kucharek, BMC  
Sheila Mahoney, BMC  
JD Merrill, Baltimore City Mayor's Office  
Laura Moose, United States Coast Guard  
Eric Norton, Central Maryland Transportation Alliance  
Sam O'Neal, Baltimore County Executive's Office  
Dan Pontious, BMC  
Alex Rawls, Harford County, Department of Planning  
Jennifer Regina, McCormick Taylor  
Jamie Richardson, MDOT Maryland Transit Administration  
Catherine Salarano, Maryland Department of the Environment  
Dana Stein, Maryland House of Delegates  
Mark Anthony Thomas, Greater Baltimore Committee

Jacob Took, BMC  
Bihui Xu, Maryland Department of Planning

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board