

BALTIMORE REGIONAL TRANSPORTATION BOARD

June 25, 2024
Baltimore Metropolitan Council
9:02 to 10:01 A.M.

MINUTES

The 365th meeting was called to order at 9:02 A.M. by the Chair, Mr. Tony Russell.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the May BRTB meeting was made by Mr. Russell. A motion was made by Mr. Sam Snead to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one who wished to address the BRTB.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared current opportunities for community engagement:

- The Bikeable Baltimore Region Project is ongoing. It is intended to help the region create a safe and comfortable bike network connecting communities to transit, schools, work, parks and more. Public meetings are scheduled from June 3 to June 27; online comments open until July 26. More feedback opportunities in the fall. Visit <http://publicinput.com/bikebaltoregion>.
- Phase 2 of the PRG Stoney Run Trail closed the public comment period on June 5. Over 130 people shared over 100 comments in addition to over 1000 survey responses, finding, among other things, that 89% of survey respondents support the project. Comment summaries can be found at publicinput.com/PRG.
- The 2025-2028 draft TIP closed the public comment period on June 17. The outreach for the TIP through social media garnered 105,000 impressions, over 250 comments, and 182 project ideas from community stakeholders. Fifty seven percent of stakeholders surveyed found the TIP was not effective,

versus 42% of those surveyed finding the TIP somewhat effective. The summary of comments and the project idea interactive story map can be found at publicinput.com/BRTB-TIP.

[PowerPoint: Public Involvement Report for June 2024.]

4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Dan Janousek reported the following from the June Tech Committee meeting:

- MDOT MTA requested to amend four projects already in the FY 2024-2027 TIP. The reason for the amendments is due MTA having pre-award authority. So, they essentially estimate the amount of money they think will be obligated. When a grant is actually obligated, funds must be shifted to the year of obligation. The request was recommended to move to the BRTB for consideration.
- At the time of our meeting on June 4th, MDTA did not have a request to amend the TIP for the FSK rebuild. Subsequent to the meeting, materials were readied and sent out for review and approval via email. This request was recommended to come to the BRTB today.
- Ms. Clare Stewart reported for the Nominating Committee that the slate of Officers for FY 2025 is MDOT for chair and Baltimore County for vice chair. This would be a second one-year term. The vote will take place at the July meeting.
- **L RTP Scenario Planning:** Staff provided an overview of the proposed RFP for the LRTP Scenario Planning: Analysis of Long-Term Risks and Opportunities task. Scenario categories are anticipated to include transportation investment and policy decisions, housing and land use, technology, demographic shifts, and environmental impacts. The purpose of this task is to identify strategies and policies that appear to work well across multiple scenarios along with tradeoffs associated with scenarios. After a discussion of tasks and deliverables, the Tech Committee recommended the RFP move forward.
- **Needs Assessment:** There was an overview of the proposed RFP for the Baltimore Region Transportation Needs Assessment task. The project will gather information on how the region's transportation system works and doesn't work for people living in the Baltimore region. Identifying the kinds of barriers people face in getting to places and accessing what they need will help the BRTB understand how to plan for a more inclusive and responsive system. After a discussion of tasks and deliverables, the Tech Committee recommended the RFP move forward.

5. CONSIDERATION OF RESOLUTION #24-25

Mr. Keith Kucharek introduced the resolution to amend four MDOT MTA projects into the FY 2024-2027 TIP. The four projects include: Bus and Paratransit Overhaul and Replacement, Metro and Light Rail Rolling Stock Overhauls and Replacements, Small Urban Transit Systems – Capital Assistance, and Ridesharing – Baltimore Region. These projects were presented to the Technical Committee on June 4 and recommended for approval. The ICG also approved the exempt status according to the conformity rule. Mr. Albert Guiney-Engel on behalf of MDOT MTA presented the details of the amendments.

Mr. Guiney-Engel indicated that the reason for all of the amendments is due the fact that MTA has pre-award authority from FTA. So, they essentially estimate the amount of money they think will be obligated. When a grant is actually obligated, funds must be shifted to that year of obligation.

The Bus and Paratransit project includes purchases of replacement buses, Mobility Vehicle procurements, and bus items including protective barriers, bus electric air cleaner/disinfection system, seats, etc. Maintaining the existing bus and mobility fleets are essential to providing quality, safe, and reliable service to our passengers. This amendment increased the FY 2024 allocation by \$6.4M in 5307, \$42.3M in CMAQ, \$2.7M in 5339, and \$13.6M in state match.

The Metro and Light Rail Rolling Stock project includes mid-life overhaul of light rail vehicles, replacement of the METRO fleet, and other system improvements. The existing Metro fleet is over 30 years old and in need of replacement or overhaul. This amendment increased the FY 2024 allocation by \$11.6M in 5307, \$20.0M in CMAQ, and \$9.5M in state match.

The Small Urban Transit Systems project includes bus replacements, preventative maintenance, small vehicle replacements, and other capital costs for Carroll County, Anne Arundel County, Baltimore County, Howard County, and City of Annapolis. These capital improvements are essential for the locally operated transportation systems to meet the local needs. This amendment increased the FY 2024 allocation by \$58,000 in 5307, \$7.5M in 5339, and \$2.1M in match.

The Ridesharing – Baltimore Region project includes support for local rideshare programs in Anne Arundel County, Harford County, Howard County, BMC, and Baltimore City. It also includes the Guaranteed Ride Home program. This program promotes alternatives to single occupant vehicle through mass transit, carpools, and vanpools. This amendment increased the FY 2024 allocation by \$1.4M in CMAQ funds.

Mr. Sam Snead recommended approval of the resolution, and Mr. Alex Rawls seconded the motion. Mr. Russell asked for comments or questions from the BRTB and then the audience, none were forthcoming. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: TIP Amendment for MDOT MTA]

6. CONSIDERATION OF RESOLUTION #24-26

Mr. Kucharek introduced Resolution #24-26. MDTA requested to add additional funding to the Francis Scott Key Bridge Reconstruction project. Additional funding will be requested for the FY 2025-2028 TIP. The amendment was not presented at the June Technical Committee meeting. It was, however, distributed via email with members approving to send the amendment to the BRTB. The Interagency Consultation Group (ICG) has not yet reviewed the amendment, however, since the ICG previously determined it exempt according to the conformity rule on May 15 and the scope of the project has not changed, the exempt status is assumed to be upheld. Mr. Carl Chamberlin from MDTA presented the details of the project.

Mr. Chamberlain articulated justification for the amendment, adding planning, engineering, and construction funds to FY 2025. Funding was required for a subsequent phase for NEPA signature, and the team wanted coverage in the event demolition of the remaining structure could begin early. Demolition is projected to begin in fall 2024 with construction for the new Francis Scott Key Bridge estimated in January 2025.

The original 1.7 mile bridge was completed in March of 1977. In March of 2024, a cargo ship struck the bridge causing a catastrophic collapse. There are four main elements to the reconstruction of the bridge. Clearing the Ft. McHenry Channel to reopen marine vessel traffic to the Port of Baltimore (completed), removing unstable debris from the river (completed), removing remaining debris to prepare for bridge reconstruction and rebuilding the bridge. This amendment focuses on the final element, the reconstruction.

The goal of the project is to restore functionality, revitalize the surrounding areas, stimulate economic activity and attract investment to the communities impacted by the collapse. The new bridge will be constructed at a higher elevation to allow taller ships to pass. The new bridge will be constructed on roughly the same alignment and carry the same number of lanes, including shoulders. And finally, the new structure will include larger pier protection in the water.

Mr. Snead recommended approval of the resolution, and Mr. Clarence Dickerson seconded the motion. Mr. Russell asked for comments or questions from the BRTB and then the audience, none were forthcoming. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: TIP Amendment from MDTA]

7. ELECTION OF OFFICERS FOR FY 2025

The slate of officers, including Baltimore County as Chair and Howard County as Vice Chair was nominated for their second one-year term, with no challenging nominations from the floor.

Mr. Snead motioned to approve and Mr. Rawls seconded the motion. The board voted unanimously to approve the slate of officers.

8. PRESENTATION: 2023 WASHINGTON-BALTIMORE AIR PASSENGER SURVEY

Mr. Kenneth Joh, Metropolitan Washington Council of Governments (MWCOCG), presented on the survey of the Washington-Baltimore Regional Air Passenger Survey (APS). The APS was conducted in October 2023 at the three regional airports: Dulles International Airport (IAD), Reagan National Airport (DCA) and Baltimore/Washington International Thurgood Marshall Airport (BWI). The APS survey is usually conducted every two years, but was not conducted in 2021 due to the COVID-19 pandemic. The 2023 survey vehicle was updated from paper-based to web-based, with the new survey method pretested in April of 2023 at the airports.

The survey found that total annual air passenger enplanements for the three airports were 421,000 higher in 2023 than they were in 2019. Across the region, the share of nonresident passengers remains larger than resident passengers, with small changes over the four year period. Passenger characteristics found that there are fewer business travelers and air travelers among high-earning households comprise a large plurality of those in the region: Business travel in the region has steadily decreased since 2017, reporting 30% of BWI's trips as observed. The share of travelers earning over 200,000 is the highest of the region's business air travel was found to be Nearly three-fourths of the region's airport passengers spent under \$25 on concessions during their time at the airport, with 47% spending \$1–24 and 25% spending nothing. Nearly half of all passengers in the region used an expedited security lane: just over a third used TSA PreCheck, followed by Clear and Priority.

More than a third of air travelers in the region earn over \$200,000. Passenger mode access is dominated by private cars, 45%, and highest at BWI (56%). TNC, like Uber or Lyft, usage has sharply increased across the region from 2017-2023 (14% to 26%, respectively). Taxi usage across the region has declined from 11% in 2017 to 5% in 2023.

The top three reasons for choosing the BWI airport of the APS 2023 survey were closest airport (48%), convenient flight times (10%) and cost (15%). 82% of BWI passengers rank the airport as their first choice airport in the region.

Next steps for MWCOG include completion of the APS General Findings Report, and performing geographic analysis.

[PowerPoint: 2023 Washington-Baltimore Regional Air Passenger Survey – General Findings from the Data]

9. OTHER BUSINESS

There was no other business. The meeting ended at 10:01 am.

Members

Geoff Anderson, Maryland Department of Transportation (MDOT)
Steve Cohoon, Queen Anne's County Department of Public Works
Trey Dickerson, Howard County Office of Transportation
Mary Lane, Carroll County Department of Planning
Fred Lippert (for Elizabeth Gordon), MDOT Maryland Transit Administration (MDOT MTA)
Jason Quan, RTA of Central Maryland
Alex Rawls, Harford County, Department of Planning
Tony Russell, Baltimore County Department of Public Works & Transportation
Catherine Salarano, Maryland Department of the Environment
Sam Snead, Anne Arundel Office of Transportation

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Cindy Burch, BMC
Carl Chamberlin, Maryland Transportation Authority (MDTA)
Rebecca Deibel, BMC
Ndemazea Fonkem, BMC
Albert Guiney-Engel, MDOT MTA
Monica Haines Benkhedda, BMC
Victor Henry, BMC
Dan Janousek, MDOT
Kenneth Jon, Metropolitan Washington Council of Governments
Keith Kucharek, BMC
Charlene Mingus, BMC
Eric Norton, Central Maryland Transportation Alliance
Md. Mohklesur Rahman, BMC
Jake Schutt, BMC
Andrea Sherman, HDR
Mariam Sultan, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board