

BALTIMORE REGIONAL TRANSPORTATION BOARD

April 25, 2025
Baltimore Metropolitan Council
9:52 to 10:17 A.M.

MINUTES

The 373rd meeting was called to order at 9:52 A.M. by the Chair, Ms. Kathy Klausmeier.

1. CONSIDERATION OF RESOLUTION #25-25 THROUGH RESOLUTION #25-28

#25-25 - Mr. Todd Lang introduced the resolution to consider adopting the FY 2026 – 2027 UPWP. During the presentation, Mr. Lang covered the FY 2026 budget as well as the breakdown between BMC staff, local jurisdictions and possible consultant activities. The document, using the plain language title of Transportation Planning Budget, was sent to our federal partners for initial review and also released for a 30-day public comment period. A number of individuals provided comments and there was also a letter from Baltimore People Oriented Places, or BaltPOP, that included thirteen topic areas. All comments have been shared with members, and approved responses were sent back to those commenters.

Next Mr. Lang talked through the new focus areas, most of which will be supported by consultant teams. Mr. Lang also mentioned a few changes to the draft that will be included in the final document. These include documentation of public comments and the responses, the inclusion of Additional Planning Studies sent by a few members, as well as some minor budget adjustments based on updated allocation figures sent by MDOT.

#25-26 - Mr. Lang then moved on to the DBE goal that is proposed for FY 2026. As has been the practice, the BRTB piggy-backs on the MDOT Secretary's Office process for DBE goal setting. This year MDOT conducted a refresh of the program looking at substantial data and has set a new goal of 28.4 percent. As a reference point, during the last reported billing period (ending 9/30/24), the DBE participation in consultant work for the BRTB was 41.0 percent.

#25-27 - Mr. Lang introduced a proposed amendment from MDOT MTA for Rural Transit Systems – Operating Assistance project. The project supports local transit systems in Baltimore and Carroll Counties for operations. The amendment seeks to obligate \$783,000 in 5311 funds with \$183,000 in local and state match in FY 2025.

#25-28 – Mr. Lang presented the details of the Upper Beckleysville Road Bridge over Murphy Run project, which will be re-introduced to the FY 2025-2028 TIP. The project had previously appeared in older iterations of the TIP. The project is a part of the county's bridge replacement program. The amendment will update the budget and is necessary in order to further the project and allow the County to advertise for construction. During the 2021 Biennial Bridge Inspection, the bridge's condition was reported as Poor/Severe due to significant section loss in beams. Weight limits were imposed for the first time of 27,000 pounds for a single unit and 40,000 pounds for the combination unit. Carroll County updated the schedule for inspection to every three months rather than every two years to monitor and maintain safety.

The amendment's programmed cost will reflect the balance remaining, which has increased due to rising costs and inflation. This amendment will add \$185,000 in Surface Transportation Block Grant (STBG) funds for engineering with \$46,000 in local match and \$1 million in STBG funds for construction. Carroll County was awarded 100% federal funding for construction through the Infrastructure Investment and Jobs Act (IIJA). The County plans to advertise the project in the spring and be open for operation in CY 2025 or 2026 depending on state approval to advertise.

Chair Klausmeier asked for a motion and a second to approve the four resolutions. Mr. Calvin Ball made the motion and Mr. Steuart Pittman seconded. No one from the BRTB or from the public had questions. All members voted to approve the resolutions.

[PowerPoint: Resolutions for UPWP, DBE, MTA TIP Amend, Carroll Co TIP Amend]

2. PRESENTATION: UPDATE ON THE MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

Mr. Paul Wiedefeld, MDOT Secretary, provided an update from the General Assembly session which allowed MDOT to basically focus on preserving the system and also making improvements to the system. Mr. Wiedefeld thanked Governor Moore's leadership, as well as the General Assembly. The result allows us to make some more investments, improve safety of the transportation network, preserve our system and drive the economy. State lawmakers approved more than \$400 Million dollars in additional transportation revenue per year.

This allows MDOT to match all available Federal funding to deliver nearly \$700 Million in additional capital spending annually. Not only can MDOT match Federal dollars, it allows us to fully meet our debt coverage.

For example, funding helps the State Highway Administration (SHA) advance design for more pedestrian safety action plans. The PSAP program includes pedestrian safety projects along sections of Philadelphia Boulevard and Aberdeen and Crane Highway in Glen Burnie. The additional funding also helps to advance more quick-build, complete street pilot projects, such as those that went up along parts of US 1 in Howard County and in Bel Air at the intersection of North Main and Gordon Streets.

MDOT is also making historic investments in transit across the Baltimore region with the new revenues. The Maryland Transit Administration (MTA) has the necessary funds to rebuild and modernize the light rail system, the existing light rail system. This represents the 1st significant investment in the system in decades. The total investment will nearly be \$1.4 Billion dollars to rehabilitate this 32 year old system.

While we rebuild the physical infrastructure, I ask that your administrations join Secretary Flora, Secretary of Planning and Secretary Day of Housing Community Development as they may be planning and rezoning transit station areas for thriving, inclusive and economically successful transit stations.

We appreciate the strong partnership with the city at the State Center and Reisterstown, as well as in Arundel County. Successful TODs will increase ridership, strengthen the return on investment on our transit system, and grow our economy, housing stock, and tax base. All the same issues we just heard in the Pulse Survey as well.

Regarding the rebuild of the Francis Scott Key Bridge, we are very aware of the impact it has, particularly in Baltimore City and Baltimore County as well as in Anne Arundel County. It's a huge priority for us to get that done as quickly as possible. We have the contractor on board and are finalizing both the cost and schedule with the contractor, Kiewit Infrastructure Company, and we anticipate demolition of remaining pier bridge structures during the summer, the construction starting shortly thereafter.

Onto other modes, the Port of Baltimore has bounced back. The Port took quite a hit with the closing for several months, but it is starting to come back in terms of volume and cargo particularly, and also in cruise ships, and then the airport. We will be able to tackle some of the basic preservation needs at BWI Airport as well as at the Maryland Port Administration, particularly some on the technology side, cybersecurity protection.

In closing, I'm excited about what we will accomplish in 2025. Really, the entire 5 year capital program. And I'm certain these investments that we're making today will create a safer, more reliable transportation system for the entire Baltimore region in the future. So with that, thank you for listening. Take any questions you have anyone have any questions.

3. PUBLIC PARTICIPATION OPPORTUNITY

No one requested to speak.

Since there is no one who wishes to address the board at this time we will move to close the meeting.

There was no other business. The meeting ended at 10:17 A.M

Members

Calvin Ball, Howard County Executive (Vice Chair)
Bob Cassilly, Harford County Executive

Chuck Boyd (for Rebecca Flora), Secretary Maryland Department of Planning
Kathy Klausmeier, Baltimore County Executive (Chair)
Serena McIlwain, Secretary Maryland Department of the Environment
James J. Moran, Queen Anne's County Commissioner
Steuart Pittman, Anne Arundel County Executive
Jason Quan, RTA of Central Maryland
Jasmine Champion (for Valeriya Remezova), Federal Highway Administration (FHWA),
Maryland Division
Ed Rothstein, Carroll County Commissioner
Brandon Scott, Baltimore City Mayor
Paul Wiedefeld, Secretary, Maryland Department of Transportation (MDOT)

Staff and Guests

Alexander, guest
Geoff Anderson, Maryland Department of Transportation (MDOT)
Regina Aris, Baltimore Metropolitan Council (BMC)
Melissa Badeker, McCormick Taylor
David Broughton, MDOT
Cindy Burch, BMC
Steve Cohoon, Queen Anne's County Department of Public Works
Angelica Daniel, Baltimore County DPW&T
Rebecca Deibel, BMC
Meredith Devereux, MDOT
Blake Fisher, BMC
Monica Haines Benkhedda, BMC
Safa Hira, Howard County Executive Office
Andrea Jackson, BMC
Dan Janousek, MDOT
Zach Kaufman, BMC
Mike Kelly, BMC
Ahmed Khalek, guest
Keith Kucharek, BMC
Mary Lane, Carroll County Department of Planning
Todd Lang, BMC
Anna Marshall, BMC
Joe McAndrew, MDOT
David Nitkin, New Line Strategy
Eric Norton, CMTA
Jackie Penner, guest
Julian Perez, MDOT
Dan Pontious, BMC
Alex Rawls, Harford County PP&Z
Jenn Regina, McCormick Taylor

Anthony Russell, Baltimore County DPW&T
Eileen Singleton, BMC
Samuel Snead, AA OOT
Joseph Swit, MDOT MTA
Sara Van Harden, guest
Annaliese Van Saun, MDOT
Asia Williams, MDOT MTA
Bihui Xu, Maryland Department of Planning (MDP)
Krista Ziegenfuss, Carroll County DPW

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board