The Metropolitan Planning Organization for the Baltimore Region

BALTIMORE REGIONAL TRANSPORTATION BOARD

July 15, 2022
Baltimore Metropolitan Council
9:28 to 9:53 A.M.

MINUTES

The 344th meeting of the BRTB was called to order at 9:23 A.M. by the Chair, County Executive Olszewski.

1.   WELCOME

This BRTB meeting followed the BMC Board of Directors meeting. County Executive Johnny Olszewski welcomed BRTB members that were joining after the BMC meeting.

2.   CONSIDERATION OF APPROVAL OF RESOLUTION #23-1

Mr. Shawn Kimberly presented on the draft Round 10 socioeconomic forecasts. He explained the forecasting process of the Cooperative Forecasting Group (CFG), noting that the group utilizes a "bottom-up" approach, where the local jurisdictions develop estimates and forecasts that sum to a regional total. There is no regional constraint. The primary benefit of this type of approach is that it incorporates local knowledge and expertise from those who know their respective areas best. He also noted that the forecasts serve as the primary demographic and socioeconomic inputs into the region's travel demand model, which assists in many of the agency's transportation related analyses including project evaluation and air quality conformity determination, as well as numerous regional, local, and corridor level studies.

Mr. Kimberly provided some context for the forecasts by highlighting historical regional population and employment growth trends and comparing the rates with Maryland and the United States. He also shared a slide demonstrating the region's historical population growth from 1950 to 2020, and noted that the region's share of Maryland population has been declining over that time period, and in 2020 stood at 46.0 %.

Next, Mr. Kimberly described what was new in the development of Round 10:
- The Pandemic: The CFG included pandemic impacts in the base-year jurisdiction level employment estimates, with the inclusion of annualized data for 2020 from the Quarterly Census of Employment and Wages;

1500 Whetstone Way, Suite 300 ★ Baltimore, MD, 21230 ★ 410-732-0500 ★ www.baltometro.org
Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Annapolis Transit. Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration.

- New Jurisdiction Base-year Employment Methodology: Timing of data availability required a modification to the wage and salary source data, and the CFG made a further adjustment in changing the source for the self-employment component of total employment (resulting in a more conservative estimate);

- 2020 Decennial Census: The August 2021 release of block-level redistricting data from the 2020 Census allowed time for CFG membership to include this data in Round 10 development. Decennial census data provided an opportunity for the CFG members to recalibrate their demographic data to a "known" base-year estimate – from which population and household data are forecast;

- New Base-year and Horizon-year: Round 9A had a base of 2015 and a horizon year of 2045. Round 10 has a base-year of 2020 (due to the availability of decennial census data) and a horizon year of 2050 (to meet the requirements of the long-range transportation plan update).

- New TAZ Structure: BMC staff and CFG membership collaborated in an effort to develop an updated TAZ structure based upon the most recent Census geography available.

He then provided a region level summary of the forecast population and employment growth expectations. Regional population is expected to grow by 360,000 from 2020-2050 (12.6%) in Round 10. This is slower than the growth from 1990-2020 when the region expanded by 460,000 (19.4%). Regional employment is expected to grow by 375,000 jobs from 2020-2050, a growth rate of 25.5 %. In numeric terms, population and employment growth are quite similar, but the employment growth rate is double that of population.

Mr. Kimberly alsorovided a summary of the Round 10 jurisdiction level population growth expectations. While Baltimore County remains the largest jurisdiction in the region, Anne Arundel County expects the biggest numeric growth, with an additional 102,000 persons forecast. The largest percentage increase in population is forecast in Howard County, where population is expected to grow by 24.8% from 2020 to 2050. The 2020 census marked the first time that Anne Arundel County's population surpassed that of Baltimore City.

The rate of growth of households is expected to outpace that of population, leading to declining household sizes for the region and component jurisdictions over the course of the forecast period. At the regional level, the average household size is anticipated to decline modestly over the forecast horizon, from 2.53 in 2020 to 2.48 in 2050. Average Household size has an effect upon transportation (and travel demand modeling), as larger household sizes tend to produce more trips than smaller – or single-person households.

For employment, the largest numeric increase is expected in Anne Arundel County, where an additional 111,000 jobs are forecast. For base-year 2020, Anne Arundel County was ranked third in terms of total employment. By 2050, the forecast job growth moves Anne Arundel County to the first rank, just ahead of both Baltimore City and Baltimore County. Together, these three jurisdictions account for about 75% of regional employment. The largest percentage increase is shown to be in Harford County, where employment is expected to grow by 61.3% from 2020 to 2050.

Finally, Mr. Kimberly shared regional dot-density maps detailing the current spatial distribution of population and employment, with an overlay of the forecast population and employment growth. The maps allow the viewer to identify current and forecast concentrations of population and employment across the region.

[PowerPoint: Draft Round 10 Summary]

3.   PRESENTATION ON USDOT GRANT OPPORTUNITIES

Mr. Todd Lang shared the two names used interchangeably for the new surface transportation bill, IIJA and BIL. The presentation focused on new competitive grant programs. Information on where to find more details was provided along with when the Notice of Funding Opportunities (NOFO) were released and the deadline for the application, if known.

Following the overview, Mr. Lang shared details on individual grant programs if it has been released. Examples of new grant programs include: Safe Streets and Roads for All, Reconnecting Communities Pilot, Electric or Low-Emitting Ferry Program, All Stations Accessibility, National Culvert Removal, Replacement, and Restoration, Strengthening Mobility and Revolutionizing Transportation (SMART), Carbon Reduction (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), as well as National Electric Vehicle Infrastructure (NEVI).

[PowerPoint: Update on Federal Competitive Grant Opportunities]

4.   BRTB PUBLIC PARTICIPATION OPPORTUNITY

Mr. Lang indicated that there was one series of comments in the chat box that he would send to the members so that they could read through all of the content. No one else wished to address the BRTB.

5.   OTHER BUSINESS

There was no other business.

The meeting adjourned at 9:53 A.M.

Members

Kwame Arhin, Federal Highway Administration, Maryland Division
Holly Arnold, Maryland Transit Administration (MDOT MTA)
Calvin Ball, County Executive of Howard County
Kwaku Duah, Annapolis Transit
Barry Glassman, Harford County Executive

Jacqueline Guild (for Gavin Buckley), City of Annapolis
Chris Hoagland (for Secretary Ben Grumbles), Maryland Department of the Environment
Mike Kelly, Director Baltimore Metropolitan Council (BMC)
Ryan Long, Federal Transit Administration, Region III
Rob McCord, Secretary Maryland Department of Planning
James J. Moran, Queen Anne's County Commissioner
John Olszewski, Jr., Baltimore County Executive
Matt Power (for Steuart Pittman), Anne Arundel County Executive
Earl Lewis (for James Ports), Secretary Maryland Department of Transportation (MDOT)
Michael Huber (for Brandon Scott), Baltimore City Mayor
Stephen Wantz, Carroll County Commissioner

Staff and Guests
Bala Akundi, BMC
Regina Aris, BMC
Tony Bridges, State Delegate, Baltimore City
Jeff Bronow, Howard County Planning & Zoning
Cindy Burch, BMC
Virginia Burke, MDOT
Steve Cohoon, Queen Anne's County Department of Public Works
Hannah Dier, Anne Arundel County Government
Lynda Eisenberg, Carroll County Department of Planning
Bill Ferguson, Senator, Baltimore City
Bruce Gartner, Office of Transportation, Howard County
Joel Gallihue, Dept. of Planning & Zoning Harford County
James Gillece, MDOT MTA
Elizabeth Gordon, MDOT MTA
Monica Haines-Benkhedda, BMC
Don Halligan, BMC
Dan Janousek, MDOT
Jim Joyner, MDOT
Shawn Kimberly, BMC
Liz Koontz, BMC
Mary Lane, Carroll County Department of Planning
Todd Lang, BMC
Sheila Mahoney, BMC
Heather Murphy, MDOT
Theo Ngongang, Baltimore City Department of Transportation (DOT)
Eric Norton, Central Maryland Transportation Alliance (CMTA)
Brian O'Malley, CMTA
Sam O'Neil, Baltimore County Government
Alex Rawls, Harford County, Department of Planning
Pete Regan, MDOT SHA
Kathy Renzi, BMC
Larry Richardson, Harford County Government

J. Thomas Sadowski, University System of Maryland
Shaiyel Seltzer, Baltimore City Resident
Sameer Sidh, Howard County Government
Eileen Singleton, BMC
Lisa Sirota, MDOT SHA
Sam Snead, Anne Arundel County, Office of Transportation
Mark Stout, Mark L. Stout Consulting
Kate Sylvester, MDOT MTA
Jacob Took, BMC
D'Andrea Walker, Baltimore County Department of Public Works & Transportation
Roberta Windham, Carroll County Government
Bihui Xu, Maryland Department of Planning (MDP)
Graham Young, Baltimore City DOT

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board