

CITIZENS ADVISORY COMMITTEE (CAC)

Wednesday, May 5, 2010
BMC Conference Room
5:30 P.M.

ATTENDANCE

Members/Staff

Regina Aris – Baltimore Metropolitan Council
Bryan Alston – Citizens Planning and Housing Association
Michael Benelli – Anne Arundel County Disabilities Commission
Edward Cohen – Transit Riders Action Council of Metropolitan Baltimore
David DiQuinzio – Annapolis Planning Commission
Colin Furneaux – Citizen, Carroll County
Monica Haines Benkhedda – Baltimore Metropolitan Council (BMC)
Albert Henry – Citizen, Harford County
Pamela Hill-Kenya – AARP Maryland
Stephen Lauria – Citizen, Baltimore City
Jud Malone – Central Maryland Regional Transit (CMRT)
Earl Matthews – Mayors Commission on Disabilities
Irene Poulson – Neighborhood Design Center
Kevin Racine – Citizen, Harford County
Michele Rosenberg – Citizen, Baltimore City
Alan Sweatman – Friends of Harford
David Wright – Citizen, Baltimore City

Guests

Ted Rosenberg – Citizen, Baltimore City

CAC Chair, Mr. Jud Malone called the meeting to order at 5:40 P.M.

1. INTRODUCTIONS

The CAC welcomed Mr. Bryan Alston of Citizens Planning and Housing Association and Ms. Pamela Hill-Kenya of AARP Maryland.

2. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Ms. Regina Aris shared highlights of the April 27th BRTB meeting with elected officials. The meeting began with public comments by seven individuals/organizations. Action items included the approval of the following: Resolution #10-19 to approve FTA Section 5310 Grant Applications (funding for private non-profit organizations for capital equipment that provide transportation services to the elderly and individuals with disabilities); Resolution #10-20 to approve applications for federal assistance under the FTA Job Access & Reverse Commute and New Freedom grant programs; Resolution #10-21 to approve the Fiscal Year 2011 Unified Planning Work Program and Budget; and Resolution #10-22 to approve a Policy for Establishing a Disadvantaged Business Enterprise Program of the BMC on behalf of the BRTB.

In addition to an update on the *imagine 2060* process, the BRTB received an exciting presentation by Mr. Ralign Wells, MTA Administrator. Mr. Wells noted his appreciation for the support for the Red Line, which comes from the 2002 Regional Rail Plan and has reached a major milestone with selection of a locally preferred alternative. Next, MTA will enter the preliminary engineering phase, highlighting that the project scope has changed slightly to include a double-tracked tunnel under Cooks Lane. Mr. Wells also spoke of his priorities as Administrator, including: quality service initiatives, a police cadet program, expansion of an agency wide stat management program, additional support for local transit, targeted marketing of MTA services, and strengthening community partnerships. In conclusion, Mr. Wells committed MTA's participation as a member of the BRTB in the *imagine 2060* process.

Details about this meeting can be seen online at www.baltometro.org/minutes/BRTB100427min.pdf. The next meeting of the BRTB is Tuesday, May 25 at 9 a.m.

Next, Mr. Ed Cohen updated members on the May 4th Technical Committee meeting. At this meeting, the TC recommended Resolution #10-23 be sent to the BRTB. The resolution will amend the FY 2008 CMAQ Award by substituting one Baltimore City project for another under the FY 2008 recommendations. The TC also appointed a Nominating Committee to assist in the selection of TC Officers for FY 2011.

Following these action items, the TC members received presentations on: State Freight Plan and implementation efforts (Nicole Katsikides of the Maryland Department of Transportation); *imagine 2060* (Values Meeting and upcoming Scenario Planning Workshops); 2007 Household Travel Survey Update – Non-Work Travel; and 2010 Census.

The next meeting of the Technical Committee is June 1 at 9:30 a.m.

2. UPDATE: IMAGINE 2060 VISION PROJECT

Three CAC members who attended recent *imagine 2060* public workshops shared their thoughts and ideas for improvement. Recommendations for future meetings included ensuring elevator access, more convenient parking, particularly for people with disabilities or illnesses; all speakers need to use microphones and the meeting room should have good acoustics for presentations and small group discussions; better transit access or locations with improved transit access; record more information from meetings and share with participants (don't just record summary information), and hold at least 1 meeting in a central location during the daytime for those who have limited transit access (i.e. some transit service ends in the early evening).

One member noted her appreciation of the topic papers that were available at the meetings – she thought they were well written, concise, and interesting to read. She asked if these would be posted online soon. BMC staff reported they would be posted, in pdf format, at www.imagine2060.com.

Members expressed concern about turnout at the meetings and asked how information was distributed. Staff reported that over 7,500 postcards and 850 individualized letters were mailed to area residents and organizations, over 6,500 e-mails were sent out, and advertisements were placed on BaltimoreSun.com, in the Baltimore Sun print newspaper, and ads in at least 1 newspaper per jurisdiction were placed. In addition, staff and committee members were asked to share information, information was distributed at local festivals and postcards were placed in local establishments such as cafes, libraries, etc. Facebook and Twitter pages were also established and information is being shared through these social networks.

BMC staff then provided information about a series of nine open houses at area libraries in June. Staff requested a “dry run” of the open house format at the CAC's June meeting to obtain input and feedback on the process and format of the open houses. Members agreed, though they asked if materials could be made available to members for their advance review. Staff will modify the June agenda accordingly.

Staff also reported that they had met with the Public Involvement subcommittee earlier in the day regarding CAC involvement in the next phase of *imagine 2060*.

3. SUBCOMMITTEE BRIEFINGS AND ACTION ITEMS

The following subcommittees provided a report:

- Public Involvement – Mr. Alan Sweatman and Ms. Monica Haines Benkhedda reported that the group met just prior to the CAC meeting to discuss the *imagine 2060* process and next steps. In addition to the request for BMC staff to present a “dry run” at the June meeting, the PI subcommittee shared 3 recommendations for next steps (CAC response noted below each):
 1. **Volunteer** – Request that each member volunteer to do 1 thing to help with the *imagine 2060* process. This would include volunteering to help in whatever way you are best suited or most interested in doing and then reporting to staff on your activities.
 - Agreed. Members should be given a list of ways they can help/volunteer and a point person to contact about their activities.
 2. **Attend a public workshop/open house** – Recommend that each public workshop have at least 2 CAC members in attendance.
 - Agreed. Members should sign up to attend. Members should be identified/recognized as a CAC member (nametag; announcement). Members would like to help with activities such as collecting comments, greeting guests, helping to recruit attendees.
 3. **CAC partner with the BRTB to host a series of “Community Conversations”** – As suggested by the earlier discussion; the BRTB would like to partner with the CAC to host a series of Community Conversations in the region. These could be in the same open house format, but be done with specific demographic audiences (elderly, youth, people with disabilities, people with limited or low-incomes, transit-dependent riders, etc).
 - Tabled until June. Members would like to see the format of the open house before committing to anything specific. Following the dry run presentation, members will revisit this recommendation.

The next meeting of the PI subcommittee is at 4 pm on June 2, 2010 at BMC.

- Policy – The group did not meet in April, however they are seeking input this month from all members regarding a Draft CAC Policy Guide. Mr. Stephen Lauria and Mr. David DiQuinzio reported that the purpose of this document is to: (1) Establish a written record of principles, benchmarks and criteria to be used as a reference against which transportation planning decisions may be evaluated; (2) To provide support for these benchmarks and criteria by linking them to credentialed research, (3) To incorporate Federal, State and regional established values and policies pertaining to transportation planning decisions; (4) To facilitate consensus and confirmation by committee and community on planning initiatives and the planning process; and (5) To incorporate statements pertaining to transportation impacts on the conservation of natural (air, water, forest, soil, etc.) and human resources, land use, historic assets, capital assets, economics, and public participation in planning.

The subcommittee recognizes that this is a living document to be updated as needed, but would like to get the full CAC’s approval so that it can be shared with the BRTB. The Policy subcommittee would also like to use this in its evaluation of the 2011-2014 TIP, to be released later this month. Ms. Haines Benkhedda agreed to e-mail this draft guide to members, requesting input.

The next meeting of this subcommittee is Thursday, May 20 at 12 noon at Arcos Restaurant (129 South Broadway, Baltimore).

[HANDOUT: Draft CAC Policy Guide (4/6/10)]

- Membership – No report. The next meeting of this subcommittee is Wednesday, May 19 at 5 pm at Panera Bread on Boston Street in Baltimore City.

5. ACTION ITEM: APPROVAL OF APRIL 2010 MINUTES

Due to a lack of quorum, an e-mail vote was issued to obtain necessary votes on this item. Based on the vote, the minutes for April 2010 were approved.

6. JUNE AGENDA, OTHER BUSINESS, AND ANNOUNCEMENTS

Members who have ideas for the June meeting agenda or ideas for future meetings (speakers, topics, etc). were asked to notify the CAC Chairs or Ms. Haines Benkhedda.

The following announcements were made:

- Mr. Ed Cohen made members aware of a 15-day comment period announced by the Baltimore Development Corporation for the location of the Greyhound facility on Haines Street. Members were encouraged to consider the announcement due to the location being in a flood plain of the Middle Branch River.
- Ms. Haines Benkhedda reminded members that Friday, May 21st is Bike to Work Day and asked members to help distribute postcard announcements.
- Ms. Haines Benkhedda reported that the following items will be open for public review in May.

FY 2011 Goal for Disadvantaged Business Enterprise Program (DBE) Program (May 17 - June 16)
www.baltometro.org/content/view/1264

2011-2014 Draft Transportation Improvement Program and Air Quality Report (May 21 - June 22)
www.baltometro.org/transportation-planning/transportation-improvement-program-2011-2014

The meeting was adjourned at 7:25 P.M. The next meeting of the CAC is scheduled for Wednesday, June 2, 2010 at 5:30 P.M.

CAC Policy Guide

Baltimore Regional Transportation Board Citizens Advisory Committee Policy and Legislation Sub Committee

Guiding Principles

The purpose of this document is to:

1. establish a written record of principles, benchmarks and criteria to be used as reference against which transportation planning decisions may be evaluated,
2. provide support for these benchmarks and criteria by linking them to credentialed research,
3. incorporate Federal, State and regional established values and policies pertaining to transportation planning decisions,
4. facilitate consensus and confirmation by committee and community on planning initiatives and the planning process.
5. incorporate statements pertaining to transportation impacts on the conservation of natural (air, water, forest, soil, etc.) and human resources, land use, historic assets, capital assets, economics, and public participation in planning

These objectives are consistent with the UPWP as follows:

“...development of the goals will provide the future targets for the region as identified in the vision process, list outcomes for the region, and be a cooperative effort with the public stakeholders and jurisdictions. This activity will also compare proposed plan goals with state conservation plans, the Maryland Strategic Highway Safety Plan, land use plans, climate change plans, and other relevant plans. Following efforts started as a result of current metropolitan planning regulations, this task will also compare proposed goals with natural and historic resource inventories, integrate safety into all aspects of goal development and will consider a range of special groups, including consideration of environmental justice communities, aging population, labor force, goods movement, and pedestrian and bicycle communities”¹

This table lists benchmarks and criteria along with references, supporting research, goals and actions.

Principle	Source/Reference	Support	Goals/Actions
Publicly funded transportation projects shall have transparent funding with the ‘true’, complete and comprehensive costs identified. Total cost shall be considered including construction, operations, opportunity	Consistent with recent USDOT Federal Transit Administration project funding criteria update and USDOT TIGER grant program criteria	Victoria Transport Policy Institute <i>Transportation Cost and Benefit Analysis: Techniques, Estimates and Implications</i> January 2009	Advocate for adoption of this principle as a key element of the regional visioning process

¹ ‘BALTIMORE REGION FY 2010 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING’ BALTIMORE METROPOLITAN PLANNING ORGANIZATION, BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #09-20, LONG-RANGE & VISION PLANNING Tasks (pp 17)

BRTB CAC L&P Subcommittee Guiding Principles - continued

Principle	Source/Reference	Support	Goals/Actions
<p>Public participation and input into the planning process shall be facilitated. The transportation planning process shall be clear and cogent for the public. Each planning product and its milestones shall be clearly defined.</p>	<p>UPWP FY 2010 PERFORMANCE OBJECTIVES</p>	<p>Fundamental requirement of USDOT Surface Transportation governance since ISTEA legislation of 1991</p>	
<p>Transportation investment choices shall favor the creation of a comprehensive, integrated multi-modal system, that incorporates safety of all users (e.g. do not compromise pedestrian safety for vehicular efficiency or safety) into all levels and modes of transportation</p>		<p>Surface Transportation Policy Partnership <i>Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)</i> November 2009</p>	
<p>Planning decisions pertaining to a particular transportation mode shall not be considered in isolation rather, each shall be considered in relation to:</p> <ul style="list-style-type: none"> • Rail (subway, light rail, MARC, AMTRAK) for passengers and freight • Shipping for passengers and freight • Road freight • Commercial air, private air • Pedestrian, bicycle/scooter, private vehicle, taxi, bus, ferry/water taxi • Emergency and security public works and services, e.g. snow plow operations, tree trimming / street sweeping / roadside mowing, and roadway maintenance • “Complete Street design” 		<p>Victoria Transport Policy Institute <i>Multi-Modal Transport Planning</i> <i>Measuring Transportation: Traffic, Mobility and Accessibility</i> <i>Evaluating Accessibility for Transportation Planning</i></p> <p>US DOT, FHWA <i>Integration of Emergency and Weather Elements into Transportation Management Centers</i></p>	

BRTB CAC L&P Subcommittee Guiding Principles - continued

Principle	Source/Reference	Support	Goals/Actions
<p>Transportation planning, funding and project delivery shall facilitate broad public input on planning and local decision-making processes:</p> <ul style="list-style-type: none"> • Interagency Consultation Group • Travel Analysis Advisory Group • Citizens Advisory Committee • Bicycle & Pedestrian Advisory Group • Freight Movement Task Force • Cooperative Forecasting Group, • Others as appropriate 	<p>UPWP FY 2010 MDOT Maryland Freight Profile, Maryland Statewide Freight Plan</p>	<p>American Planning Association <i>Complete Streets: Best Policy and Implementation Practices</i> February 2010</p>	
<p>Transportation planning shall be integrated with the region's efforts to address:</p> <ul style="list-style-type: none"> • economic challenges, • land development and • environment and quality of life issues 	<p>BRTB Transportation Outlook 2035 Baltimore Region FY 2010 Unified Planning Work Program For Transportation Planning' Baltimore Metropolitan Planning Organization, BRTB Resolution #09-20</p>	<p>RAND Corporation <i>Conference Proceedings: Integrating U.S. Climate, Energy & Transportation Policies</i> June 2008 <i>Beyond the Gas Tax: Alternatives for a Greener World</i> February 2007 Victoria Transport Policy Institute <i>Smart Transportation Economic Stimulation: Infrastructure Investments That Support Strategic Planning Objectives Provide True Economic Development</i> April 2009</p>	

BRTB CAC L&P Subcommittee Guiding Principles - continued

Principle	Source/Reference	Support	Goals/Actions
<p>The process for developing both metropolitan and rural TIPs shall adhere to the following:</p> <ul style="list-style-type: none"> • All TIPs shall be financially constrained to the available and projected funds known at the time of adoption • All TIPs shall include a financial plan • Projects in metropolitan TIPs shall be derived from an approved metropolitan transportation plan • Projects in rural TIPs must be consistent with the Statewide Transportation Plan • Development of all TIPs shall follow approved public involvement processes • Projects selected in nonattainment areas must conform with the Clean Air Act Amendments (CAAA) and the state implementation plan. 		<p>Reconnecting America <i>Connecting Destinations Is Key To Transit Success</i> May 2009 <i>Growing Mixed-Income TOD</i> April 2009</p>	
<p>Transportation planning, funding and project delivery shall enhance personal mobility for all population groups</p>		<p>Surface Transportation Policy Partnership <i>Aging Americans: Stranded Without Options</i> April 2004</p>	
<p>Transportation planning, funding and project delivery shall proceed in a manner that reinforces the effectiveness of the Metropolitan Planning Organization</p>		<p>SAFETEA-LU <i>MPO Certification Program</i></p>	

BRTB CAC L&P Subcommittee Guiding Principles - continued

Principle	Source/Reference	Support	Goals/Actions
<p>Transportation planning, funding and project delivery shall promote orderly growth in accordance with the 3-C Planning Process which requires addressing:</p> <ul style="list-style-type: none"> • Homeland security, • Broad-based public participation efforts, • Long-range planning update frequency, • Air quality conformity timelines and • Inter-agency consultation and coordination. 		<p>Victoria Transport Policy Institute <i>Comprehensive Transport Planning Framework: Best Practices For Evaluating All Options And Impacts</i> October 2008</p> <p>Transportation Research Board <i>Visioning Versus Modeling: Analyzing Land Use-Transportation Futures of Urban Regions</i> March 2007</p>	
<p>Transportation planning, funding and project delivery shall promote participation of minority business enterprises in the planning process</p>		<p>Transportation Research Board <i>Minority & Disadvantaged Business Enterprise Requirements in Public Contracting</i> September 2009</p>	
<p>Transportation planning, funding and project delivery must comply with federal laws, regulations and policies regional transportation plans must not disproportionately affect low-income or minority communities in an adverse way</p>	<p>Metropolitan Washington Council of Governments http://www.mwcog.org/transportation/tpb/</p>	<p>Surface Transportation Policy Partnership <i>Driven to Spend: Pumping Dollars out of Our Households and Communities</i> September 2006</p>	
<p>Transportation planning shall include exploring opportunities to employ technology as a means of adding capacity, cost effectiveness, safety, utility and efficiency to the region's transportation network</p>		<p>SAFETEA-LU <i>Transportation Technology Innovation and Demonstration (TTID) Program</i></p>	