

BALTIMORE METROPOLITAN PLANNING ORGANIZATION
MINUTES OF THE 177TH MEETING OF THE BALTIMORE REGIONAL
TRANSPORTATION BOARD

APRIL 24, 2007
9:00 A.M.

EMPOWERED MEMBERS

Carl Balsler, Chief
Division of Transportation Planning
Howard County Department of Planning & Zoning

Jon Arason, Director
City of Annapolis Department of Planning & Zoning

Jim Wilkinson (for Tad Aburn)
Air Quality Planning Division
Maryland Department of the Environment
(Non-voting member)

Tony McClune, Assistant Director
Harford County Department of Planning & Zoning

Harvey Gold (Chair)
Senior Transportation Planner
Anne Arundel County Office of Planning & Zoning

Emery Hines
Transportation Planner
Baltimore County Department of Public Works

Frank Johnson (Vice Chair)
Legislative Director
Carroll County Government

Jamie Kendrick, Deputy Director
Baltimore City Department of Transportation

Samuel F. Minnitte, Jr., Director
Office of Planning & Capital Programming
Maryland Department of Transportation

Bihui Xu (for David Whitaker, Deputy Director)
Manager, Transportation Planning
Maryland Department of Planning
(Non-voting member)

OTHERS PRESENT

Bala Akundi, Baltimore Metropolitan Council
Kwame Arhin, Federal Highway Administration
Regina Aris, Baltimore Metropolitan Council
Charles Baber, Baltimore Metropolitan Council
Gene Bandy, Baltimore Metropolitan Council
Harvey S. Bloom, Baltimore Metropolitan Council
Jamie Bridges, Baltimore Metropolitan Council
Tyson Byrne, Baltimore Metropolitan Council
Ben Cohen, BWI Business Partnership
Patrick Fleming, Maryland Transportation Authority
Karin Foster, Baltimore Metropolitan Council
Joan Gorsuch, Baltimore Metropolitan Council
Dell Harvey, Maryland Transit Administration
Keith Kucharek, State Highway Administration
Jamie Lake, Maryland Department of Transportation
Pat Lane, Baltimore City League of Women Voters
Phil Lansing, Baltimore County League of Women Voters
Vaughn Lewis, State Highway Administration
Earl Long, Baltimore Metropolitan Council
L'Kiesha Markley, State Highway Administration
Gail Moran, Maryland Transit Administration
Mike Nixon, Maryland Department of Transportation
Ryan O'Doherty, Baltimore Metropolitan Council
Ben Pickar, Howard County Department of Planning & Zoning
Eileen Singleton, Baltimore Metropolitan Council
Morteza Tadayon, State Highway Administration

The meeting was called to order at 9:07 A.M. by the Chair, Mr. Harvey Gold.

APPROVAL OF MINUTES: A request for a motion to approve the minutes of the March 27, 2007 Baltimore Regional Transportation Board (BRTB) meeting was made by Mr. Gold. A motion was made by Mr. Carl Balser to approve the minutes and seconded by Mr. Tony McClune. The minutes were unanimously approved.

PUBLIC PARTICIPATION OPPORTUNITY:

Ms. Phyliss Lansing, League of Women Voters, Baltimore County, commented that several years ago when the BRTB Bylaws were amended, the elected officials, at that time, agreed to meet as the Baltimore metropolitan planning organization (MPO) at least 4 times per year. The League considered their accountability very important. She said that Mr. Minnitte mentioned how important it was for not only transportation people but elected officials, economic development people, etc. to be well aware of the impact of the decisions that this group votes upon. Ms. Lansing concluded by saying that she considers changing the BRTB Bylaws to reduce the number of elected officials' MPO meetings to at least one a year is a major step backward.

REPORT FROM CITIZENS ADVISORY COMMITTEE: In the absence of Ms. Lindsay Thompson, Chair of the Citizens Advisory Committee (CAC), Ms. Regina Aris said that the CAC held their meeting on April 4th and took action on the proposed BRTB Bylaws change. The Committee reached consensus that they were opposed to the change. Additionally, a small group of members wanted to add stronger language to a statement of opposition that reflected their position. Ms. Aris also said that the CAC is discussing preparing a “vision” statement and three subcommittees were formed. Also, staff distributed a schedule of public involvement opportunities which focus on Clean Commute Month and the Clean Car Clinics working with the Maryland Department of the Environment. This Friday, April 27, marks the start of the first comment period of the Transportation Improvement Program (TIP).

REPORT FROM THE TECHNICAL COMMITTEE: Mr. Ben Pickar, Chair of the Technical Committee (TC), said that the TC met on April 3, 2007. The TC took no action on Resolution #07-21, given adequate information was not available for the April meeting. A recommendation to approve Resolution #07-23 was approved.

REPORT FROM THE INTERAGENCY CONSULTATION GROUP: Mr. Emery Hines reported on the April 4, 2007 Interagency Consultation Group (ICG) meeting. He noted that there were three items on the agenda and the primary action was the review of the TIP projects to determine their air quality status. The ICG also received a presentation on a survey of heavy duty diesel truck fleet owners in the Baltimore metropolitan area to determine ways to encourage the installation of emission reduction/fuel efficient technologies. Mr. Hines also noted a presentation by the Maryland Department of the Environment (MDE) about school bus retrofit projects that have recently been performed.

APPROVAL OF FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT APPLICATIONS: Mr. Harvey Bloom presented the Federal Transit Administration (FTA) Section 5310 Grant resolution to the BRTB for its consideration and approval. Following an amendment by Mr. Tony McClune to include an application from Family & Children’s Services of Central Maryland, a request for a motion to approve Resolution #07-21, as amended, was made by Mr. Gold. A motion was made by Mr. Balsler for approval, as amended, and seconded by Mr. Kendrick. During the discussion of the resolution, Mr. Jamie Kendrick asked for the total federal amount of the grant requests being considered by the BRTB. Mr. Long stated that the total amount was approximately \$1.2 million. Ms. Gail Moran of the Maryland Transit Administration (MTA) later stated that the total amount of funds for the statewide 5310 Grant program this fiscal year was approximately \$1.8 million. Mr. Kendrick stated that the BRTB should make the grant awards instead of the statewide review committee. Mr. Minnetti stated that Metropolitan Washington Council of Governments (MWCOG) makes such grant awards in the Washington region. Other Board members commented that the BRTB could function in a similar capacity in the future, but that such a change would require a significant amount of planning to accomplish. In closing, Mr. Long pointed out

that the statewide service coordination review requirements instituted in 2004 have generally improved the quality of grant requests, but have also limited the number of grant requests received annually. The resolution was unanimously approved.

APPROVAL OF AMENDMENT TO THE BYLAWS OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD:

Mr. Bloom introduced Resolution #07-22, in support of the proposed amendment to the BRTB Bylaws reducing the number of required meetings held per year with local elected officials from four to at least one. A request for a motion to approve Resolution #07-22 was made by Mr. Gold. A motion was made by Mr. Johnson for approval and seconded by Mr. McClune. During the discussion period, Baltimore City voiced their opposition to the amendment. Mr. Kendrick said that the region has no shortage of transportation issues and this is the wrong vote at the wrong time. Mr. Balser said that the real irony is that, with a few exceptions, hardly any of the CAC members who voted against the proposed change show up at the elected officials' meetings. Ms. Bihui Xu commented that it is very difficult to bring the public into the planning process and believes the amendment might weaken the role of the region's transportation planning process and send the wrong message to the public. Mr. Minnitte said that he certainly understands the public's perception. He said that as a local and now a state official, the elected officials make many meetings throughout the year and attend a series of meetings in each jurisdiction. He said that there is a plethora of public hearings that are held in daylight and evening hours and you just can't look at this meeting – you have to look at the aggregate of meetings and how available the elected officials are to the public. Mr. Minnitte further noted that this Board is here as their (elected officials) designated representative and there is plenty of opportunity to discuss regional issues. Mr. Johnson agreed with Mr. Minnitte and said that you cannot force elected officials to attend a meeting. He pointed out that through this amendment, it does highlight the importance of that one meeting and the elected officials can attend any of the meetings. Mr. Arason noted that the problem with the four meetings is that the elected officials do not vote on anything – the agenda is all presentations with little substance. He added that there is little opportunity to engage the elected officials in issues. He supports this amendment but also understands the public's frustration with this change. Mr. Gold noted that the elected officials are concerned about the process and they are kept informed about what is happening with transportation issues. He said that the "empowered representatives" are just expressing the elected officials' opinion. The resolution was approved.

APPROVAL OF AMENDMENT TO THE FISCAL YEAR 2007 UNIFIED PLANNING WORK PROGRAM:

Mr. Bloom introduced Resolution #07-23 in support of the use of transportation funds to increase the number of household participants in the 2007-2008 Regional Household Survey. He noted that last month, the BRTB approved an amendment to the 2007 Unified Planning Work Program (UPWP) that included additional funds for the Household Survey. At that time, the Maryland Department of Transportation (MDOT) brought up the issue of expanding the potential number of survey participants. This amendment requests the use of PL funds to be matched by MDOT to expand the number of surveys from 2,150 to approximately 4,700. Mr. Mike

Nixon explained the justification for the increase which includes consistency, confidence level, complimentary activities, improved data, and timing. Mr. Nixon also said that there is a possible UPWP impact due to the expansion of the survey which would require some additional staff (Baltimore Metropolitan Council) work and could preclude completion of currently planned travel forecasting efforts beyond 2010 such as the Census-based Household Travel Survey. The total cost of expanding the survey is approximately \$700,000 between FY 2007 and FY 2009. That breaks down to approximately \$560,000 in federal funds and MDOT would cover the remaining matching share of \$140,000. The surveys would begin in the last quarter of FY 2007 and continue through the next two fiscal years. The data should be available for use by 2010. A request for a motion to approve Resolution #07-23 was made by Mr. Gold. A motion was made by Mr. Kendrick for approval and seconded by Mr. Balsler. The resolution was unanimously approved.

[Handout: Expanded Household Travel Survey – Baltimore & Washington Regions]

APPOINTMENT OF NOMINATING COMMITTEE FOR THE ELECTION OF NEW OFFICERS OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD:

Mr. Gold announced that Tony McClune (Harford County), Mike Nixon (MDOT), and he would comprise the Nominating Committee for the election of new officers for the BRTB.

UPDATE ON THE BALTIMORE REGIONAL LONG-RANGE TRANSPORTATION

PLAN: Ms. Karin Foster provided an update on Transportation Outlook: A Blueprint for the Future, the Baltimore region long-range transportation plan. Ms. Foster noted that the policy prioritization process for highway projects is complete and has been distributed to and reviewed by the Technical Committee. Ms. Foster also described the public involvement requirements of the Public Involvement Plan that the BRTB agreed to at an earlier meeting. Each jurisdiction will host at least one public meeting for the Plan between July 23 and August 17. Meetings should ideally run for an extended time period (e.g., 3:00-8:00 P.M.) and meeting sites should be centrally located, transit accessible, and ADA compliant, if possible. In addition, Ms. Foster reviewed key dates in the public involvement schedule and referred to the Public Involvement handout distributed with more detailed information.

[Handout: Prioritization: Policy Analysis 4-23-07 Highway Projects Sorted by Total Policy Score; Public Involvement Flyer]

STATUS REPORT ON DEVELOPMENT OF BALTIMORE REGION HUMAN SERVICE TRANSPORTATION COORDINATION PLAN:

Mr. Tyson Byrne updated the BRTB on the progress of the Baltimore Area Coordinated Transportation Plan. After recapping last month's presentation, Mr. Byrne then presented information from the April forum and the development of a Coordination Committee that will review and report on unmet transportation needs. A Coordination Committee will be established in April and meet in May and June to review the unmet needs.

[Handout: Baltimore Area Coordinated Transportation Plan – Unmet Transportation Needs from the March Forum]

STATUS REPORT ON THE DEVELOPMENT OF A TRANSPORTATION/LAND USE MODEL FOR THE BALTIMORE REGION:

Mr. Jamie Bridges detailed ongoing and future activities with regard to the development of a region land use model to compliment the regional travel demand model. He provided a brief historic overview on land use model development in the region, and then detailed the architecture of the PECAS model. He noted that the PECAS model is an econometric model to describe the flow of goods, services, and labor between Land Use Zones, or LUZs. Mr. Bridges shared the details of recent BMC's development of a Graphic User Interface (GUI) to aid in the process of adding land use policies to the 900,000-record parcel database that serves as the foundation of the space development module. The interface, developed by staff of the Baltimore Metropolitan Council (BMC), will allow users to manipulate fields in the parcel file to reflect policies set forth in local land-use plans or general scenario planning activities. The consultant continues to work toward final calibration of the model, at which point a 30-year base case run will be performed. The goal of the run will be to replicate the years 2000 and 2005, and produce reasonable out-year output through 2030. Then, the same 30-year run will be conducted in full integration with the regional travel demand model. These activities are scheduled to be completed before the end of Fiscal Year 2007. A general conversation ensued with regard to the intended use of the model in local land use planning. Mr. Pickar stated that the local jurisdiction would not be required to use the model, but that it could serve as a useful scenario planning tool. Mr. Bridges outlined the use of such a tool elsewhere in order to illustrate potential applications.

[Handout: PECAS Update]

PRESENTATION ON THE MARYLAND STRATEGIC HIGHWAY SAFETY PLAN:

Mr. Akundi provided an overview of the Maryland Strategic Highway Safety Plan (SHSP) using a presentation prepared by the Maryland Highway Safety Office. In 2005, there were 614 fatalities on Maryland roads and the economic impact from crashes in the past 10 years is over \$44 billion. The Baltimore region had over 52,300 motor vehicle crashes in 2005 with 222 fatalities and approximately 26,000 injuries (compared with 55,300 statewide). Mr. Akundi noted that in response to the continuing trends in highway incidents and, as per SAFETEA-LU requirements, the State Highway Administration (SHA) developed a 5-year coordinated plan that provides a comprehensive framework to reduce highway fatalities and injuries. The plan was completed by the stipulated deadline of September 30, 2006. The objectives of the SHSP are to reduce the annual vehicle fatalities to fewer than 550 by 2010, which would represent slightly more than 10 percent reduction from the 614 in 2005 and to reduce vehicle injuries to fewer than 50,1000 in 2010, which would represent nearly a 10 percent reduction from the 55,303 injuries in 2005. The overview included a list of the SHSP executive membership as well as the steering committee and the roles and responsibilities of each group. Mr. Akundi noted that there are seven SHSP emphasis areas: reduce impaired driving; improve information and decision support systems; eliminate hazardous locations; increase occupant protection; improve driver

competency; curb aggressive driving; improve emergency response system. One of the critical elements to the successful implementation of the SHSP is the formation of partnerships with local jurisdiction law enforcement, maintenance, engineering and other groups that are responsible for safety at the local level. To that end, the Baltimore Regional Transportation Board (BRTB) is sponsoring a regional safety forum on May 9th to provide outreach to the local jurisdictions on the SHSP as well as to get feedback on how safety is being addressed. Mr. Akundi urged Board members to attend the forum or send a representative. The forum will provide a more detailed discussion about the SHSP and various components of this activity.

[Handout: Maryland Strategic Highway Safety Plan – Destination: Saving Lives!; Baltimore Regional Safety Forum, May 9, 2007 Draft Program Flyer]

OTHER BUSINESS:

Mr. Balsler noted that an article in the Washington Examiner regarding a study conducted in Montgomery County exploring external to external vehicle trips. He suggested this type of activity be included in a future UPWP.

[Handout: Article from Washington Examiner – Many Motorists Are Just Passing Through]

Ms. Aris said that the Maryland Department of the Environment (MDE) has released for public review the State Implementation Plan (SIP), addressing the 8-hour Ozone Standard for the Baltimore nonattainment area. She noted that several months ago, the BRTB endorsed the budget for the SIP. The public hearing will be held on May 22, 2007 at MDE headquarters where comments may be submitted.

[Handout: Maryland Department of the Environment Notice of Public Hearing on Air Quality Plan]

Mr. Hines noted that he read an article stating that on April 17th, MDOT returned funds to the federal government and doesn't quite understand how this process works. He said that he would like to hear more discussion about this in the future. Mr. Nixon explained that the Federal Highway Administration (FHWA) issued a notice of rescission to all states. The rescission ordered \$3.4 billion in unobligated federal-aid highway funds apportioned to states returned by April 18. Maryland's share equaled \$58 million.

He volunteered to have someone explain this in further detail at a later meeting. Mr. Balsler suggested sending out an email to the elected officials explaining what is happened and how to avoid giving back funds in the future.

There being no other business, Mr. Gold asked for a motion to adjourn the meeting. Mr. Balsler made a motion to adjourn with Mr. Hines seconding the motion. The meeting adjourned at 11:19 A.M.

Respectfully submitted,

Harvey S. Bloom, Secretary
Baltimore Regional Transportation Board