

BALTIMORE METROPOLITAN PLANNING ORGANIZATION
MINUTES OF THE 187th MEETING OF THE BALTIMORE REGIONAL
TRANSPORTATION BOARD

FEBRUARY 26, 2008
9:00 A.M.

EMPOWERED MEMBERS

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

Kwaku Duah (for Jon Arason, Director)
Department of Planning & Zoning
City of Annapolis

Diane Franks
Air Quality Planning Division
Maryland Department of the Environment
(Non-voting member)

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

Emery Hines
Manager, Transportation Planning
Baltimore County Department of Public Works

Frank Johnson (Vice Chair)
Legislative Director
Carroll County Government

Jamie Kendrick, Deputy Director
Baltimore City Department of Transportation

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

Mike Nixon (for Frederick Rappe, Acting Director)
Office of Planning & Capital Programming
Maryland Department of Transportation

OTHERS PRESENT

Kwame Arhin, Federal Highway Administration
Regina Aris, Baltimore Metropolitan Council
Gene Bandy, Baltimore Metropolitan Council
Brandon Bloodworth, Clean Energy
Harvey S. Bloom, Baltimore Metropolitan Council
Jamie Bridges, Baltimore Metropolitan Council
Tyson Byrne, Baltimore Metropolitan Council
Jeff Drinkwater, Baltimore City Department of Planning
Katie Callahan Durcan, Baltimore City
Jenifer German, Baltimore County Office of Planning & Community Conservation
Monica Haines, Baltimore Metropolitan Council
James Harkness, Maryland Transportation Authority
Del Harvey, Maryland Transit Administration
Bob Hellauer, Greater Baltimore Committee
Keith Kucharek, State Highway Administration
Pat Lane, Baltimore City League of Women Voters
John Lansing, Citizen
Phyllis Lansing, Baltimore County League of Women Voters
Mary Logan, Baltimore Metropolitan Council
Brian Muldoon, Howard County Department of Planning & Zoning
Heather Murphy, Maryland Department of Transportation
Theo Ngongang, Maryland Department of Transportation
Ryan O'Doherty, Baltimore Metropolitan Council
Keilyn Perez, Federal Highway Administration
Kevin Racine, Citizen, CAC
Lindsay Thompson, Citizens Advisory Committee, Chair
Sara Tomlinson, Baltimore Metropolitan Council

The meeting was called to order at 9:05 A.M. by the Chair, Mr. Carl Balser.

APPROVAL OF MINUTES: A request for a motion to approve the minutes of the January 22, 2008 Baltimore Regional Transportation Board (BRTB) meeting was made by Mr. Balser. A motion was made by Mr. Harvey Gold to approve the minutes and seconded by Mr. Kwaku Duah. The minutes were unanimously approved.

PUBLIC PARTICIPATION OPPORTUNITY: No members of the public in attendance chose to provide comment to the BRTB.

REPORT FROM CITIZENS ADVISORY COMMITTEE: Ms. Lindsay Thompson, Chair, Citizens Advisory Committee (CAC), noted that the CAC met on February 9th and that three subcommittees were preparing work plans for the coming year.

REPORT FROM THE TECHNICAL COMMITTEE: Mr. Jeff Drinkwater, Chair, said that the Technical Committee met on February 5, 2008. The TC recommended approval of Resolution #08-17, a Memorandum of Agreement on Metropolitan Transportation Planning Responsibilities for the Baltimore Region. BMC staff provided a status report on the draft Fiscal Year 2009 Unified Planning Work Program (UPWP) and a report on a budget recommendation from the BRTB Budget Subcommittee. The UPWP is expected to be approved in April. Also, it was noted the Federal Highway and Federal Transit Administrations have approved Transportation Outlook 2035 and the 2008-2012 Transportation Improvement Program.

REPORT FROM THE INTERAGENCY CONSULTATION GROUP: Mr. Emery Hines reported on the February 6th Interagency Consultation Group (ICG) meeting. He noted that the ICG approved the methodology and assumptions for the Conformity Determination of the FY 09-12 TIP and Transportation Outlook 2035. Also, Mr. Brian Hug, Maryland Department of the Environment (MDE), gave an update on the activities of the Maryland Climate Change Commission and the ICG continued to discuss the process for PM2.5 Hot Spot analysis.

APPROVAL OF MEMORANDUM OF AGREEMENT ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE BALTIMORE REGION: Mr. Harvey Bloom introduced Resolution #08-17, Approval of the Memorandum of Agreement (MOA) on Metropolitan Transportation Planning Responsibilities for the Baltimore Region. Mr. Jamie Kendrick requested that this item be tabled until the appropriate planning staff from the Maryland Transit Administration (MTA) was present to discuss their role in the MOA. While Maryland Department of Transportation (MDOT) representatives indicated they could answer questions, Mr. Kendrick felt it was not appropriate to approve a MOA on a working relationship with MTA when no one from MTA was present. The members agreed to defer the discussion.

Later in the meeting Ms. Del Harvey, MTA, arrived. Going back to this topic, Ms. Regina Aris was asked to provide background on the resolution that was supplemented by comments from Mr. Mike Nixon, MDOT. Mr. Kendrick asked several questions, including at what point MTA would bring the Red Line to the table for a discussion of Alternates Retained for Detailed Study. Mr. Kendrick also suggested that MTA or a locally operated transit service sit at the table as an ex-officio member and represent transit in MPO discussions. Mr. Gold suggested a follow-up discussion of this topic in

one year as a means to measure the effectiveness of this working relationship. Mr. Kendrick assured members that it would not be necessary to wait one year since he will keep the topic on the table for discussion. Mr. Balsler expressed that this would be an evolutionary process and the BRTB should proceed as outlined in the MOA. Mr. Balsler asked for a motion to approve Resolution #08-17. Mr. Kendrick made a motion for approval that was seconded by Mr. Nixon. Resolution #08-17 was unanimously approved.

PRESENTATION ON THE HOWARD COUNTY PEDESTRIAN FACILITY MASTER

PLAN: Mr. Brian Muldoon, Howard County, discussed the approach that the county took to address gaps in the existing sidewalk network and when to add new sidewalks. The effort took two years to complete and implementation began even as the Master Plan was being completed. The process utilized maps at 600 scale and included GIS layers. Meetings began in Elkrigde and continued with input from 20 communities. The Pedestrian Master Plan is not in the General Plan but has been accepted for consideration in the development review process. The plan provides parity for improvements with the other transportation modes. Members asked about the “fee in lieu” tool and if the process dealt with ADA issues and compliance. SHA has been involved with the process and the improvements which are coordinated with Howard Transit. Mr. Balsler indicated that the Pedestrian Plan is on the Howard County web site and a matrix with locations and associated level of importance are at the back of the report. Mr. Muldoon can be reached at 410-313-4363 if there are any follow-up questions.

[Handout: Howard County Pedestrian Master Plan (w/ map & CD, Pedestrian Plan Highlights)]

PRESENTATION ON THE CHARLES STREET SCENIC BYWAY INITIATIVE:

Ms. Jenifer German, Baltimore County Office of Planning, and Ms. Katie Callahan Durcan, Baltimore City, Office of the Mayor, provided an overview of the development of the *Charles Street Byway Management Plan* to highlight the many historic and cultural features of the corridor. The plan represents a collaborative effort between the State Highway Administration, Baltimore County and Baltimore City, and has engaged dozens of public, private and community-based organizations to establish an action plan for corridor improvements.

The plan will serve as the foundation for an application for National Scenic Byways designation. Such a designation would gain additional recognition for the corridor, improve/expand access to funding opportunities, and provide opportunities for appropriately scaled tourism marketing.

Implementation will continue to utilize the broad base of stakeholders. For example, a forthcoming Transportation Enhancement Program (TEP) application will seek to

improve the streetscape on Charles Street, matching federal TEP funds with local funds generated through a public private partnership between Baltimore City and Johns Hopkins University.

[Handouts: Charles Street Byway Management Plan description, Excerpt from Maryland Byways Brochure, Charles Street, Maryland Byways – Explore the Roads Less Traveled Booklet, Maryland Byways Themed State Road Map, Maryland Byways – Context Sensitive Solutions, Baltimore’s Star-Spangled Trails Brochure, National Scenic Byways Program 2007 Grants Announced.]

PRESENTATION ON THE NORTHEAST CLIMATE AND COMPETITIVENESS

SUMMIT: Mr. Bob Hellauer, Greater Baltimore Committee, provided an overview of the Summit scheduled for Friday, February 29 in Baltimore. An earlier summit, held in Philadelphia, was met with a great deal of success. The organizers are the Regional Plan Association (NY, NJ, and CT) and the Lincoln Institute of Land Policy; there are five co-sponsors, including the Greater Baltimore Committee (GBC). The purpose of the summit is to help determine the Northeast mega-region’s (Boston to D.C.) future mobility, economic competitiveness, and quality of life. There will be four roundtables: Northeast Corridor Mobility, Local Government Forum on Climate Change, Regional Landscapes and Climate Change, and The Sub-prime Mortgage Crisis and Affordable Housing.

[Handout: The 2nd Northeast Climate and Competitiveness Summit Packet]

BRIEFING ON THE GREATER BALTIMORE STATE OF THE REGION REPORT:

Mr. Ryan O’Doherty, BMC, gave an overview of the latest *State of the Region* report. The Greater Baltimore Committee has worked with BMC staff to develop the bi-annual report for the past decade. The report examines the relative health and performance of the Baltimore region as compared to a group of metropolitan economies throughout the U.S. Mr. O’Doherty covered key 10-year trends, top five and bottom five rankings, and a discussion of what the data revealed for the Baltimore region. Mr. O’Doherty then focused his presentation largely on the transportation section of the report, which contains 18 transportation indicator rankings, including air passenger growth, travel time, transit ridership and farebox recovery, and traffic congestion. Copies of the report are available at the Regional Information Center and online at: <http://www.gbc.org/reports/GBCSOR2007.pdf>

[Greater Baltimore State of the Region – One Region One Future]

REPORT ON THE 2008 MARYLAND CONSOLIDATED TRANSPORTATION

PROGRAM: Ms. Heather Murphy, MDOT, provided an overview of the current Consolidated Transportation Program (CTP) that was recently submitted to the Maryland General Assembly. The biggest change to the program entailed the outcome of the Special Session of the General Assembly last Fall. The session resulted in \$450

million per year in additional revenue for transportation programs statewide. The first cut, \$250 million is dedicated to system preservation and the remaining \$200 million is to be distributed mainly to the State Highway Administration (SHA) and MTA for unmet needs. Some funding will also go to the other modes [Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), and Motor Vehicles Administration (MVA)]. There is \$6.8 billion in state funds to support capital improvements in the 2008 CTP for a total of \$10.6 billion. Ms. Murphy mentioned several "big ticket" items that will benefit the Baltimore region: MARC improvements - \$250M, Light Rail mid-life car refurbishments - \$60M, the replacement of the Kirk Bus Division Facility - \$70M, Aberdeen and Ft. Meade intersection improvements - \$94M, a 3rd lane on US 29, and improvements to Broening Highway.

Ms. Murphy then addressed the issue of additional funds from the revenue enhancement to be added to Transportation Outlook 2035. The financial forecast outlined in Outlook 2035 noted the potential for "new revenue." According to Ms. Murphy, there are no additional funds to be considered. This was not good news for the BRTB and many questions were asked. In view of MDOT's determination that no additional capital funds will be available for the BRTB to consider, Ms. Murphy was urged to ask Secretary Porcari to write a letter to local elected officials explaining the Department's position. It was also agreed that a more detailed explanation on the revenue forecast should be provided to the BRTB. Mr. Kendrick was very concerned that only one major transit line is in Outlook 2035 and the BRTB may need to rethink the project mix in view of this news. Mr. Bloom suggested that local jurisdictions may want to re-examine their ability to increase local funds as a means to expand overall capital dollars available in Outlook 2035.

PRESENTATION ON MARYLAND'S CLIMATE CHANGE INITIATIVE: Ms. Diane Franks started by saying that the debate over the science of global warming appears to be over, and agreed to. Ms. Franks offered an overview of how greenhouse gases are formed, the future impacts on Maryland as a result of global warming and the emissions by sector, now and projected. The sectors in Maryland contributing the most to greenhouse gas emissions are electricity consumption and transportation. Ms. Franks listed examples of Maryland's greenhouse gas emission reduction programs, including the Maryland Clean Cars Act, Maryland Energy Administration programs, the Governor's Executive Order for the Maryland Climate Change Commission (MCCC), and Maryland's participation in the Regional Greenhouse Gas Initiative (a 10 state region).

The goals set by the MCCC are to reduce greenhouse gas emissions 10 percent below 2006 levels by 2012, 15 percent below 2006 levels by 2015, 25 to 50 percent below 2006 levels by 2020, and 90 percent below 2006 levels by 2050. An Interim Report from the MCCC presented "Early Action" items, one of which was reducing transportation emissions. The Interim Report also listed eleven Mitigation Working Group priority policy

options for transportation and land use measures. The State web site for the MCCC can be found at www.mdclimatechange.us. The Action Plan due in the Spring has been given an extension to June.

[Handout: Options to Reduce Maryland's Greenhouse Gas Emissions]

OTHER BUSINESS:

Mr. Tyson Byrne gave an update on the Job Access Reverse Commute and New Freedom Grants program. On February 13th the Statewide Selection Committee met to review applications for the two grants. The Committee first reviewed applications from the Lower Eastern Shore, Southern Maryland, Upper Eastern Shore, and Western Maryland. Then the BRTB's recommendations for projects in the Baltimore region were presented. The Committee and the Maryland Transit Administration raised no concerns with the BRTB's recommendations.

The Committee's final recommendations will be sent to Secretary Porcari for signature and submittal to the Federal Transit Administration. Subsequently, notices to the recipients will be sent by MTA. All unspent funds from this competitive process will be rolled over to the next solicitation, most likely starting this Fall. On behalf of the BRTB, BMC staff will be working with MTA on improving the outreach process to alert additional organizations of opportunities in the process.

Mr. Balsler asked for a motion to adjourn the meeting. Mr. Gold made a motion to adjourn with Mr. Tony McClune seconding the motion. The meeting adjourned at 11:45 A.M.

Respectfully submitted,

Harvey S. Bloom, Secretary
Baltimore Regional Transportation Board