

BALTIMORE METROPOLITAN PLANNING ORGANIZATION
MINUTES OF THE 190th MEETING OF THE BALTIMORE REGIONAL
TRANSPORTATION BOARD

May 27, 2008
9:00 A.M.

EMPOWERED MEMBERS

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

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

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

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

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

Frank Johnson, Legislative Director (Vice Chair)
Carroll County Government

Jamie Kendrick, Deputy Director
Baltimore City Department of Transportation

Mike Nixon (for Don Halligan, Director)
Office of Planning & Capital Programming
Maryland Department of Transportation

Bihui Xu (for David Whitaker, Deputy Director of Infrastructure Planning)
Public School Construction Program
Maryland Department of Planning

OTHERS PRESENT

Bala Akundi, Baltimore Metropolitan Council
Dr. Kwame Arhin, Federal highway Administration
Regina Aris, Baltimore Metropolitan Council
Charles Baber, Baltimore Metropolitan Council
Brandon Bloodworth, Clean Energy
Harvey S. Bloom, Baltimore Metropolitan Council
Victor Bonaparte, Baltimore Metropolitan Council
Dunbar Brooks, Baltimore Metropolitan Council
Tyson Byrne, Baltimore Metropolitan Council
Gibran Hadj-Chikh, Parsons
Edward K. Cohen, TRAC
Jeff Drinkwater, Baltimore City Department of Planning
Dr. Andrew Farkas, Morgan State University
David Fleming, Maryland Department of Transportation
Patrick Fleming, Maryland Transportation Authority
Derek Gunn, State Highway Administration
Monica Haines, Baltimore Metropolitan Council
Don Halligan, Maryland Department of Transportation
Mark Harris, Maryland Department of Transportation
Del Harvey, Maryland Transit Administration
Bob Hellauer, Greater Baltimore Committee
Victor Henry, Baltimore Metropolitan Council
Vimal Kumar, Baltimore Metropolitan Council
John Lansing, Citizen
Phyllis Lansing, Baltimore County League of Women Voters
Jody McCullough, Baltimore Metropolitan Council
Gail Moran, Maryland Transportation Authority
Theo Ngongang, Maryland Department of Transportation
Foster Nichols, Citizen Advisory Committee
Kevin Racine, Citizen
Diane Ratcliff, Maryland Transit Administration
Otis Rolley, Central Maryland Transportation Alliance
Sara Tomlinson, Baltimore Metropolitan Council

The meeting was called to order at 9:03 A.M. by the Chair, Mr. Carl Balser.

APPROVAL OF MINUTES: A request for a motion to approve the minutes of the April 22, 2008 Baltimore Regional Transportation Board (BRTB) meeting was made by Mr. Balser. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Mike Nixon. The minutes were unanimously approved.

PUBLIC PARTICIPATION OPPORTUNITY: Mr. Kevin Racine announced that he has been appointed to the Maryland Bicycle and Pedestrian Advisory Committee.

REPORT FROM CITIZENS ADVISORY COMMITTEE: Mr. Foster Nichols presented four resolutions on behalf of the Citizens Advisory Committee (CAC). The four resolutions are: 1) Amending Transportation 2035 Plan - If the BRTB chooses to Amend TO2035, all new funding be dedicated to transit-focused projects. 2) Develop an Immediate Transportation 2040 Plan – The CAC suggests that the BRTB begin work immediately on a Transportation Outlook 2040 long range plan, with a goal of completion in 2.5 years. 3) Public Participation – The CAC is interested in increasing the amount and effectiveness of public participation in transportation planning in the Baltimore metropolitan region. 4) Comments on First Draft 09-12 TIP – The CAC believes that the TIP does not reflect the strong public interest in transit programs and urges the BRTB to seriously consider increasing the percentage of transit funding in the Final 2009-2012 TIP.

[Resolution on Amending Transportation 2035 Plan from the CAC to the BRTB, Resolution for an Immediate Transportation 2040 Plan from the CAC to the BRTB, Resolution on Public Participation from the CAC to the BRTB and the BMC, and Resolution on the First Draft of the 2009-2012 TIP from the CAC to the BRTB]

REPORT FROM THE TECHNICAL COMMITTEE: Mr. Jeff Drinkwater, Chair, said that the Technical Committee met on May 6, 2008. He noted that Agenda Item #6 on today's agenda, Resolution #08-25, an amendment to the FY 2008 Unified Planning Work Program, was not presented to the TC.

REPORT FROM THE INTERAGENCY CONSULTATION GROUP: Mr. Emery Hines reported on the May 20th Interagency Consultation Group (ICG) meeting. The ICG concurred with the Maryland Department of the Environment's (MDE) approval of the Conformity Determination of the FY 2009-2012 TIP and *Transportation Outlook 2035*. The conformity results show that all pollutants measured meet the established budgets. There was also a discussion on the PM2.5 hot spot analysis process, and the MPO's role in this activity. After an in-depth discussion, the ICG decided to evaluate PM2.5 hot spot analyses on an as-needed basis.

APPROVAL OF AMENDMENT TO FISCAL YEAR 2008 UNIFIED PLANNING WORK PROGRAM: Mr. Harvey Bloom introduced the UPWP amendment that the Board was being asked to endorse in support of federal funds received from the Maryland Highway Safety Office (MHSO). These funds will be used to support the Baltimore Regional Safety Campaign.

Mr. Bala Akundi provided an update on the Regional Safety Campaign that the BMC/BRTB initiated in June 2007. Mr. Akundi noted that the first phase of the regional campaign is aimed at reducing the number of crashes, fatalities, and injuries involving distracted driving by teen drivers. The campaign is being launched on Wednesday,

June 11, 2008 at 10:30 a.m. at the Pikesville Volunteer Fire Hall. The region's elected officials will be joined by Maryland State Police Superintendent Colonel Terrance Sheridan and Howard County Police Chief William McMahon and local fire and emergency personnel to kick-off the campaign. Two 60-second radio spots will begin airing the week of June 2 and will be broadcast over several regional radio stations during a 3-5 week period. The radio spots are geared towards the parents of teenage drivers and feature a tag line by each of the region's elected officials. A new campaign web site has been created – DriveSafeBaltimore.com and the campaign tag line is "Turn it off before you turn the key".

The MHSO funds totaling \$50,000 are being used towards the purchase of air-time for the two radio spots. Mr. Akundi provided a schedule of the radio stations and the number of spots that each will air in the coming weeks.

A request for a motion to approve Resolution #08-24 was made by Mr. Balsler. A motion was made by Mr. Frank Johnson to approve the resolution and seconded by Mr. Harvey Gold. The resolution was unanimously approved.

[Resolution #08-24: Endorsing An Amendment To The Fiscal Year 2008 Unified Planning Work Program]

REPORT FROM NOMINATING COMMITTEE: Mr. Hines stated that the Nominating Committee met and is recommending the current BRTB officers for nomination again in FY 2009. A vote will take place next month where nominations from the floor will be entertained. Mr. Jamie Kendrick asked if there was any policy on the Chair of the BRTB being from the same jurisdiction as the Chair of the BMC. According to Mr. Bloom, there is no formal policy to exclude this from occurring.

BRIEFING ON FEDERAL CERTIFICATION REVIEW PROCESS: Mr. Bloom began by referring to the 3-day schedule in June that was included in the mailing. The information detailed the topics to be covered and the dates: June 23 to 25, including a BRTB meeting and an open public meeting, both on June 24th. Ms. Regina Aris then stated that the primary purpose of the Certification Review is to formalize the continuing oversight and day-to-day evaluation of the planning process. The process ensures that the planning requirements (of 23 U.S.C. 134 and 49 U.S.C. 5303 to 5305) are being satisfactorily implemented. The formal assessment of a certification process represents an outside view of the transportation planning process in the transportation management area (TMA). The 3-day process also provides an opportunity for advice and guidance to the MPO as well as to identify noteworthy practices of the MPO that can be shared with others. Dr. Kwame Arhin noted that the certification process is required in each urbanized area with a population of over 200,000 individuals.

Mr. Kendrick inquired about the role of the BRTB since it appeared that the federal team will be meeting with BMC staff. Discussion ensued between Mr. Bloom, Dr. Arhin and

other members on the process. Mr. Kendrick also asked to receive a copy of the questions posed by the federal team and the responses that have been prepared.

PRESENTATION ON THE MARYLAND DEPARTMENT OF TRANSPORTATION'S FINANCIAL FORECAST: Mr. Balsler reminded the members that as the BRTB was finalizing *Transportation Outlook 2035 (TO2035)* last Fall, the Maryland General Assembly held a special session to address several topics including additional revenue for the Maryland Transportation Trust Fund. Mr. Balsler then introduced, Mr. David Fleming Chief Financial Officer for MDOT, to present a current status report to the BRTB. Mr. Fleming talked from three charts that were distributed to everyone. The first chart reflects the financial assessment completed for *TO2035*. Mr. Fleming described the information, such as the years: 1981 to 2006 reflects historical data, 2007 to 2012 reflect the Consolidated Transportation Program, and 2013 to 2035 is the forecast. All revenues go out as expenditures and the numbers are in constant dollars (will need to be converted to current for BRTB use).

As a result of the Special Session, the understanding was \$450 million per year would be available; however, the 2008 session of the General Assembly made changes that resulted in \$380 million per year. The second chart shows a revised projection after the General Assembly completed the sessions. This shows some new money for system preservation and expansion. The third chart is a table that ultimately displays the funds for surface expansion by year to the Baltimore region. The table shows new expansion funds totaling \$446 million between 2013 and 2035.

Mr. Kendrick wanted to know if the BRTB could change the MDOT assumption that dedicates 60 percent of available funds to system preservation. Mr. Bloom responded that the BRTB has always accepted the financial forecast from MDOT. Mr. Kendrick's point was a Department of Legislative Services report stated MDOT overspends on system preservation. Mr. Drinkwater asked about how earmarks were considered. Mr. Fleming said that earmarks are a very big question for the future and must be considered conservatively, the level of earmarks from the original to revised chart remained the same. Mr. Balsler thanked the Department and Mr. Fleming and noted that the BRTB will decide how to proceed based on the new financial projections.

[MDOT Operating & Capital Expenditures – Statewide]

PRESENTATION ON THE SCOPING PROCESS FOR THE PROPOSED GREEN LINE: Ms. Diane Ratcliff, Director Office of Planning for MTA, and Gibran Hadj-Chikh, Parsons, gave a presentation on the Green Line Corridor Transit Study. The Green Line is included as a priority in the 2002 Baltimore Region Rail Plan. Starting with the original scoping, MTA is looking at a corridor from the northeast terminus of the existing Metro to the area of Morgan State University. The initial study started in 2003 and sets the basic framework, but MTA is going out to the public again to recapture the community's needs assessment and problem definition. Meetings will be held on June 9, 10, and 11. The Alternatives Analysis Schedule includes developing alternatives

between June and October of 2008, analyzing and refining alternatives from November 2008 to the Spring of 2009, and selecting a locally preferred alternative between the Spring of 2009 and the Winter of 2009. George Hill, MTA, is the project manager. BRTB discussion focused on topics as the Draft Environmental Impact Statement, the potential inclusion in the next long-range plan, and looking at TOD opportunities throughout the corridor.

[Green Line Update, PowerPoint, and “You’re invited to a Community meeting” Postcard]

UPDATE ON CLEAN AIR OUTREACH CAMPAIGN: Ms. Monica Haines provided BRTB members with an update of Clean Commute outreach activities to date. Ms. Haines reported that outreach activities began in April with a “Clean Cars for Clean Air” kick-off on April 20 in Arbutus. Activities continued with several Earth Day and Baltimore Green Week activities as BMC staff participated in the JHU School of Public Health Earth Day Fair, the Public Health Day at Sojourner Douglass College, and the MD Transit Administration’s 1st Earth Day Celebration at Power Plant Live.

Following this, staff have conducted outreach at a number of community events, including FlowerMart, the Carroll County Herb Festival at Piney Run, and the EcoFestival at Druid Hill Park. Staff also had a booth at Towsontown Festival, which had a record attendance of over 200,000 people.

On Friday, May 16th hundreds of people turned out around the region for Bike to Work Day 2008. This year rallies were held in all jurisdictions and a record number of riders registered for the event – over 800 – however extremely rainy weather prevented many from attending. Clean Commute Month continued with a Commuter Thank-you on May 7th at the Edgewood MARC Station and a series of Clean Cars for Clean Air Clinics.

These car clinics are in partnership with the MD Department of the Environment and Precision Tune Auto Care and provide drivers with a free comprehensive/non-invasive inspection. Although bad weather shortened the first two events, a very successful event was held in Havre de Grace on May 21st. In just two hours, 24 cars were inspected. Ms. Haines pointed out that of 38 vehicles inspected so far, 21 had underinflated tires. This is significant because proper tire inflation can improve gas mileage by 3%, which equals a savings of up to 15 cents per gallon of gasoline. The Clean Car Clinics will continue through July and a full schedule can be found at www.cleancommute.com.

Ms. Haines also reported that the Clean Commute message is also being distributed via a public radio campaign and ads on the Baltimore Sun web site. The radio campaign will feature a series of six 30-second spots rotated from late April through late May on WPOC-FM, WSMJ-FM, & WCAO-AM. Finally, Ms. Haines reported that the outreach effort has contributed to the growth in e-newsletter subscribers. Over 75 people registered at the various events for the e-news mailing list, bringing the total number of

subscribers to over 4, 500. Ms. Haines closed by thanking all of the staff and partners for their support and assistance in making this a great start to the Clean Commute outreach effort.

PRESENTATION ON REDUNDANCY ANALYSIS: Mr. Akundi introduced the topic and noted this activity began in 2005. Mr. Victor Henry provided more in-depth information on the project. MPOs have been tasked to support regional Homeland Security planning activities, with the Baltimore region focusing on the accepted emergency support functions of transportation. Working with representatives from the Maryland Department of Transportation (MDOT), the Maryland Emergency Management Agency (MEMA), and the Baltimore Urban Area Work Group (UAWG) BMC has identified several regional homeland security planning activities that could be effectively supported by BMC involvement. Among these activities was a study to assess regional transportation system redundancy. The BMC, on behalf of the BRTB, has undertaken this task with consultant support from the University of Maryland where the DYNASMART-P modeling tool was developed. DYNASMART-P is a dynamic network modeling capability that represents the impacts of the disruptions on the performance of the transportation system and resulting levels of service. The software then predicts trip makers' responses to these changes in both the short run and the long run. Mr. Henry presented a scenario where it is assumed that a major incident or long-term maintenance work closes I-395 in both directions. Mr. Henry demonstrated to the BRTB how DYNASMART-P can be used to model several strategies such as use of Variable Message Signs (VMS), adjusting traffic signal timing and changing capacity to relieve the congestion associated with such an incident. Mr. Kendrick suggested that this tool be used to help locate permanent VMS signs in Baltimore City. Mr. Bloom added that the next step will be to present the tool to the Redundancy Subcommittee. BMC staff will update the BRTB on the progress of this project at a future meeting.

[I-395 Redundancy Study Using Dynasmart-P, PowerPoint]

BRIEFING ON HOUSEHOLD SURVEY: Mr. Henry announced that the actual surveying is complete and that the raw dataset has been delivered. He then updated the Board on the ongoing coordination between MDOT, SHA, MTA, the Metropolitan Washington Council of Governments and the consultant Nustats. Mr. Henry went on to show some of the preliminary trip rate and vehicle availability data and concluded with next steps that involve cleaning the data, linking trips, weighting the survey, and preparing reports.

[Household Travel Survey Update]

OTHER BUSINESS:

- Ms. McCullough reported on the results of the Congestion Management Process Committee meeting of May 14th. The corridor that is proposed for consideration is the transportation corridor from northern Baltimore City north toward the Susquehanna River, often referred to as the Northeast Corridor. A detailed analysis will be conducted from Baltimore City to Havre de Grace at the northern border of Harford County. This corridor was identified for further study because it

is a heavily traveled multi-modal corridor. The intensity of activities that are occurring now, such as BRAC, and in the near future are expected to have a dramatic effect on travel. This corridor consists of local roads, I-95, US 40, MD 7, passenger rail service, rail freight, bus transit, and non-motorized trips. This corridor not only serves local and regional transportation, but the entire east coast of the US. Land use in the area is a mix including residential, commercial, and industrial. The analysis will be a performance based process focused on customer service through improved access and information for travelers and collaboration and coordination among modes and jurisdictions, transportation and public safety. The steps that were outlined are: identifying the study area and the causes of congestion, develop strategies, evaluate the strategies, propose new alternative strategies, and track and evaluate the impact of implemented CMP strategies. Strategies may be demand management, operational improvements and/or additional capacity.

- Mr. Kendrick stated that Mayor Dixon will be holding a press conference on Wednesday, May 28, to announce a new shuttle service in Downtown Baltimore.
- Mr. Hines asked the schedule for Master Plan updates for the jurisdictions. The response included: Carroll County in 2008, Baltimore County in 2010, and Howard County in 2011. Mr. Balsler announced that in the FY 2009 Howard County budget there was funding for the conversion of all Howard Transit buses to hybrid vehicles.

Mr. Balsler asked for a motion to adjourn the meeting. Mr. Gold made a motion to adjourn with Mr. Kendrick seconding the motion. The meeting adjourned at 11:30 A.M.

Respectfully submitted,

Harvey S. Bloom, Secretary
Baltimore Regional Transportation Board