



Baltimore Regional Transportation Board

The Metropolitan Planning Organization for the Baltimore Region

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**MINUTES OF THE 200th MEETING OF
THE BALTIMORE REGIONAL TRANSPORTATION BOARD**

**March 24, 2009
9:00 A.M.**

APPROVED

EMPOWERED MEMBERS

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

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, Legislative Director (Vice Chair)
Carroll County Government

Jamie Kendrick, Deputy Director
Baltimore City Department of Transportation

Janet Gleisner (for Tony McClune, Deputy Director)
Harford County Department of Planning & Zoning

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

David Whitaker
Maryland Department of Planning
(Non-voting member)

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Members: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Maryland Department of Transportation, Maryland Department of the Environment (Non-Voting), Maryland Department of Planning (Non-Voting)

OTHERS PRESENT

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Charles Baber, BMC
Amber Blake, BMC
Harvey S. Bloom, BMC
Victor Bonaparte, BMC
Jamie Bridges, BMC
Tyson Byrne, BMC
Jeff Drinkwater, Baltimore City Dept of Planning, Technical Committee Chair
Eric Garrison, Maryland Transportation Authority
Monica Haines, BMC
James Harkness, Maryland Transportation Authority
Nancy Jones, BMC
Larry Klimovitz, BMC
Pat Lane, Baltimore City League of Women Voters
Phyllis & John Lansing, Baltimore County League of Women Voters
Jud Malone, CAC Chair
Joseph Madison, MTA
Jody McCullough, BMC
Theo Ngongang, MDOT
Mary Jane Norris, Maryland Port Administration
Brian O'Malley, Central Maryland Transportation Alliance
Kevin Racine, Citizen
Diane Ratcliff, MTA
Lt. Stuart Schlotterbeck, Maryland Transportation Authority
Sara Tomlinson, BMC
Frank Vogel, Maryland Transportation Authority
Russell Walto, Maryland Transportation Authority
Stephanie Yanovitz, BMC

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

APPROVAL OF MINUTES: A request for a motion to approve the minutes of the February 24, 2009 Baltimore Regional Transportation Board (BRTB) meeting was made by Mr. Balsler. A motion was made by Mr. Jamie Kendrick to approve the minutes and seconded by Mr. Emery Hines. Mr. Kendrick proposed a change to page 5 of the minutes. The following sentence will be inserted prior to the sentence asking for a vote of the Administrative Modification to the FY 2008-2012 TIP. *Mr. Kendrick said that his read of the American Recovery and Reinvestment Act (ARRA) was that Congress intended Metropolitan Planning Organizations (MPO) to have a strong say in how sub-allocated Surface Transportation Program (STP) funds would be spent in urbanized areas. While he felt that today's action was the best way to proceed, he hoped that the Maryland Department of Transportation (MDOT) would allow the MPO to grow into a more*

active role in sub-allocating STP funds in the future, rather than simply rubber-stamping a pre-fashioned project list. The minutes as amended were unanimously approved.

PUBLIC PARTICIPATION OPPORTUNITY: There were no comments from the public at this time.

REPORT FROM CITIZENS ADVISORY COMMITTEE: Mr. Jud Malone introduced himself as the Chair of the Citizens Advisory Committee (CAC) for 2009. The March meeting included a presentation by Heather Murphy, MDOT, on the federal stimulus package known as the American Reinvestment and Recovery Act of 2009. In addition, the subcommittee briefings included approval of a resolution from the CAC to the BRTB on recommendations for changes to the Public Participation Plan relating to content and format. The CAC is also working on a master calendar to guide activities from year to year. Mr. Malone concluded by adding that he had recommended a format that allows the CAC to hold subcommittee meetings on a bi-monthly basis as part of the regular meeting time. This allows subcommittees some face time to complete work that has been delayed due to difficulty scheduling the time in between meetings.

REPORT FROM THE TECHNICAL COMMITTEE: Mr. Jeff Drinkwater, Chair, said that the Technical Committee (TC) met on March 3, 2009. He noted that the TC did not have a recommendation for Resolution #09-16 as the CMAQ Subcommittee had not met at the time of the TC meeting. Mr. Ron Spalding, MDOT, provided an overview of the purpose of the Maryland Transportation Plan that was recently approved. BMC staff provided presentations on the FY 2010 UPWP, gave a preview of congestion monitoring using GPS for BRAC-related routes, presented a final model network for Anne Arundel/Howard Counties relating to BRAC, presented the final forecasting maps, and gave highlights of 2005-2007 American Community Survey.

REPORT FROM THE INTERAGENCY CONSULTATION GROUP: There was no meeting of the ICG in March.

APPROVAL OF APPLICATIONS FOR FUNDING THROUGH THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM: Ms. Sara Tomlinson presented information on activities to date regarding the second round of funding for the BRTB's Congestion Mitigation and Air Quality Improvement (CMAQ) Competitive Selection Process. For the second year in a row, MDOT has given the BRTB authority to select \$1 million worth of air quality projects to support with federal CMAQ funding. Following the BRTB-approved process, the CMAQ Technical Evaluation Group met and evaluated five applications for funding based upon both qualitative and quantitative measures. Before the CMAQ Subcommittee met, one of the applications was withdrawn. The CMAQ Subcommittee met on March 3, 2009, discussed the eligibility and merits of the submitted projects and determined the recommended funding amounts. This list is an attachment to the draft resolution.

Ms. Tomlinson briefly described the list of four projects recommended by the CMAQ Subcommittee for BRTB approval. The first project is for the purchase of adaptive control software for twelve intersections in Anne Arundel County. This software involves cutting-edge technology to perform dynamic fine-tuning of signal timing, in order to reduce the need for vehicle idling at intersections. The second project is for transit equipment for Baltimore City's

new Downtown shuttle service. The third project is funding for two diesel hybrid electric transit buses for Howard Transit. The fourth project is a second year of operational funding for a transportation management association in Southeast Baltimore City.

Mr. Balsler asked for a motion to approve Resolution #09-13. Mr. Frank Johnson made a motion for approval that was seconded by Mr. Harvey Gold. Resolution #09-13 was unanimously approved. Mr. Balsler asked for a motion to approve Resolution #09-13.

REPORT FROM FREIGHT MOVEMENT TASK FORCE: Mr. Rick Crawford, Chair, Freight Movement Task Force, was unable to attend today's meeting. A presentation from the Task Force was deferred.

STATUS REPORT ON THE DEVELOPMENT OF ROUND 7-B REGIONAL SOCIOECONOMIC FORECAST: Victor Bonaparte of the Data Development staff, provided a status report on the draft Round 7-B Regional Socio-economic Forecast. This dataset serves as a major input to the regional travel demand model as well as the regional air quality conformity assessment. The forecast control totals were presented to the Cooperative Forecast Group for review and discussion. Mr. Bonaparte distributed two charts to the BRTB. The first showed the 15 year percent change for population, household and employment controls for 7-B. The other chart compared the 7-A and 7-B control totals. Under close review, most changes were modest.

Mr. Bonaparte continued his presentation with a brief summary of next steps. During the next 90 days, staff will prepare the forecast data for the travel demand model. The following variables will be added to the data set: labor force, median household income, employment by sector, group quarters and school enrollment. The model output will be utilized for regional air quality conformity assessment. The model run results and air quality assessment will then be reviewed by the Technical Committee. Following this review, Round 7-B will likely be placed on the BRTB agenda for adoption at the July meeting.

[Handout: Local Jurisdiction Submissions: Round 7-B Cooperative Forecasts – Population, Household and Employment Controls, Local Jurisdiction Submissions: Round 7-A and 7-B Comparisons, U.S. Census Bureau Population Comparison for 2005 and Comparison with Extrapolated Data for 2010]

UPDATE ON THE TRANSPORTATION AND LAND USE SUBCOMMITTEES OF THE MARYLAND DEPARTMENT OF TRANSPORTATION CLIMATE ACTION PLAN: BMC staff provided the Board with a presentation on activities of the MDOT Work Groups for the Transportation and Land Use (TLU) Measures in the Maryland Climate Action Plan. Ms. Sara Tomlinson began the presentation by providing an overview. As mentioned by an MDOT representative at the February, 2009 BRTB meeting, the State's Action Plan includes 42 measures for reducing the State's greenhouse gas emissions, 8 of which are transportation and land use related. MDOT has been delegated the task of developing an implementation plan for each TLU. There is a work group for each TLU. The TLU members are tasked to provide technical guidance, review and refine strategies, conduct a feasibility analysis, and provide recommendations to the Coordinating Committee. A progress report is due by April, 2009 and final implementation measures will be due by November, 2009 to the Maryland Climate Change Commission.

Mr. Jamie Bridges discussed the TLU-2 Workgroup for Land Use/Location Efficiency. The Work Group is tasked with sketch-level planning activities to yield possible strategies to meet the Vehicle Miles Traveled (VMT) reductions detailed in the Action Plan. While the first meeting on March 5 focused on the function of the Work Group and the structure of its deliverables, the second meeting on March 24 will include discussion of specific VMT reduction strategies.

Mr. Tyson Byrne presented on TLU-3 Transit. Strategies discussed included reducing greenhouse gases (GHG) produced by transit systems, additional capacity on existing transit, increase frequency on transit services, expand park-and-ride capacity, expand service hours of transit services, bus priority improvements, increase coverage of transit services (new commuter and/or local bus routes, new rail/BRT routes). In addition, the TLU-3 Work Group discussed adding a continuing goal of increasing transit ridership by 5 to 5.5% each year after doubling the 2006 transit ridership level in 2020.

Ms. Tomlinson presented on TLU-5 Intercity Travel. Strategies include building freight rail capacity, auto-free tourism, shifting some air travel to rail, and marketing new/improved/expanded services. Ms. Amber Blake presented on TLU-8 Bike Pedestrian Infrastructure. The goal is to increase the bicycle/pedestrian mode share to 15 percent by 2020. Strategies include: a Complete Streets policy, design standards, land-use policies, increase funding, and a social marketing campaign

Mr. Charles Baber reported on TLU-9 Incentives, Pricing, and Resource Measures. The Work Group discussed various mechanisms to collect user fees and short and long term strategies available that would provide alternatives to driving paid with driver user fees. Mechanisms to collect users' fees varied from pricing incentives, road user fees, cordon pricing, and parking pricing. Short term Travel Demand Management (TDM) alternatives are reinforcement of existing program such as employer commute incentives and commuter choice tax credit. In the longer term strategies such as a Low-GHG transportation investment fund and travel smart marketing would be established providing for additional education opportunities as well as establishing alternatives to driving allowing for greater choice of options for mobility.

[Handouts: Maryland Climate Action Plan Update: Status of Transportation and Land Use Working Groups]

PRESENTATION ON THE DEVELOPMENT OF THE FISCAL YEAR 2010 UNIFIED PLANNING WORK PROGRAM: Mr. Frank Johnson presented the BRTB Budget Subcommittee recommendations for the FY2010 UPWP budget and 2011/2012 Business Plan. Mr. Johnson thanked Subcommittee members for their input and cooperation. A motion was made and seconded to approve the draft \$6.8 million budget for a 30-day review by the public.

Jamie Kendrick, representing Baltimore City, questioned the transparency of the consultant procurement and project reporting process for the UPWP. He argued that the current public demand for increased oversight coupled with the historic \$1.59 million UPWP allocation to local jurisdictions, required direct monitoring by the BRTB of all UPWP funds. He further called for the BRTB to review consultant contracts and monitor the work progress on all UPWP work tasks. Mr. Balser characterized his proposal as "micro-managing" and said that the consultant hiring

process had been discussed and resolved during the January 2009 UPWP working session retreat. Mr. Bloom briefly explained the current in-house consultant process and the agreement which guides consultant billing. Mr. Kendrick stated that a more formalized process should be developed. Mr. Johnson closed the debate by asking the BMC staff to document the process in use and share with local jurisdictions at an upcoming meeting.

[Handout: Draft FY 2010 UPWP Budget, Draft FY 2010 Budget Requests of Local Participants, and Proposed FY 2011 and FY 2012 Initiatives – BMC and Local Jurisdictions]

BRIEFING ON THE REGIONAL TRUCK MOVEMENT DATA STUDY: Mr. Bala Akundi provided an update on a project initiated by the Maryland Port Administration (MPA) and the Maryland Transportation Authority (MdTA).

The issue of truck traffic traversing residential neighborhoods in Baltimore County and Baltimore City when accessing major port facilities such as Dundalk Marine Terminal, Seagirt Marine Terminal, and Fairfield Marine Terminal has been a long standing issue between state and local agencies, businesses, trucking industry, and communities. Recent changes in zoning in South East Baltimore County (around Sparrow's Point) have resulted in an increased volume of truck traffic on a number of local streets such as Broening Highway, Holabird Avenue, Delvale Avenue, Peninsula Drive, North Point Boulevard, etc.

BMC staff, working with the MPA, MdTA, MDOT, State Highway Administration, Baltimore County, and Baltimore City has developed a work plan to identify and quantify truck movements around these three major terminals and on the major routes that trucks currently use. These agencies make up the Regional Truck Movement Study Subcommittee and will oversee the data collection effort.

The purpose of this study is to collect and document detailed data on truck movements at several key locations using different methodologies in two phases – the first phase of the data will be collected in April and the second phase in June. With the exception of minor adjustments, the data will be collected at the same locations during both phases. The second phase is timed to gauge the impacts on truck movements after a May 1 toll increase goes into effect.

OTHER BUSINESS:

Mr. Johnson mentioned an upcoming meeting of the BMC Board of Directors where an update will be made on progress to date regarding the transportation vision process. There may need to be one or more meetings prior to that time. Mr. Bloom also introduced a new employee, Ms. Stephanie Yanovitz. Mr. Bloom asked for clarification on a discussion of the consultant process, should a work session or regular meeting be designated. This discussion would involve not only the process for BMC contracts but those of any of the jurisdictions receiving consultant funds through the UPWP. Mr. Balsler indicated that this discussion could be handled at a regular meeting of the BRTB.

Mr. Balsler asked for a motion to adjourn the meeting. Mr. Hines made a motion to adjourn with Mr. Gold seconding the motion. The meeting adjourned at 10:30 A.M.

[Handout: Tentative 2009 MPO Committee Meeting Dates, Letter to 3 Federal Agencies Regarding Air Quality Conformity Determination of the FY 2010-2013 TIP and Transportation Outlook 2035]

Respectfully submitted,

Harvey S. Bloom, Secretary
Baltimore Regional Transportation Board