



*The Metropolitan Planning Organization for the Baltimore Region*

## **BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

### **MINUTES OF THE 215<sup>th</sup> MEETING OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD**

**June 22, 2010  
9:00 A.M.**

#### **EMPOWERED MEMBERS**

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

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

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

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

Jamie Kendrick, Deputy Director  
Baltimore City Department of Transportation

Tony McClune, Deputy Director (Vice-Chair)  
Harford County Department of Planning & Zoning

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

Cindy Parr, Chief, Administrative Services (Chair)  
Carroll County Government

Jim Wilkinson (for Diane Franks, Chief)  
Air Quality Planning Division  
Maryland Department of the Environment  
(Non-voting member)

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

**OTHERS PRESENT**

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Kwame Arhin, Federal Highway Administration (FHWA)  
Regina Aris, BMC  
Charles Baber, BMC  
Jamie Bridges, BMC  
Dunbar Brooks, BMC  
Lorenzo Bryant, Maryland Transit Administration (MTA)  
Richard Campbell, Anne Arundel County Department of Planning & Zoning  
Rupert Denny, C. W. Steinweg  
Jim Dwyer, Maryland Port Authority  
Jeff Ensor, Parsons Brinckerhoff  
Lyn Erickson, Maryland Department of Transportation (MDOT)  
Terry Freeland, BMC  
Joan Gorsuch, BMC  
Charles Grant, MTA  
Tommy Hammer, Parsons Brinckerhoff  
Robert Hellauer, Greater Baltimore Committee  
Richard Jaramillo, Maryland Transportation Authority (MdTA)  
Margaret Kaii-Ziegler, Anne Arundel County Department of Planning & Zoning  
Todd Lang, BMC  
Theo Ngongang, MDOT  
Kevin Racine, Citizen  
Diane Ratcliff, MTA  
Michele Rosenberg, CAC Vice-Chair  
Ted Rosenberg, Citizen  
Krista Sherwood, FHWA  
Kui Zhao, Baltimore County Planning & Zoning

The meeting was called to order at 9:01 A.M. by Mr. Todd Lang. Mr. Lang took an opportunity to introduce and welcome Ms. Cindy Parr, the empowered representative from Carroll County, who will immediately step in today as Chair of the Baltimore Regional Transportation Board (BRTB).

**APPROVAL OF MINUTES:** A request for a motion to approve the minutes of the May 25, 2010 BRTB meeting was made by Ms. Parr. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Harvey Gold.

**PUBLIC PARTICIPATION OPPORTUNITY:** Ms. Michele Rosenberg, speaking as an individual, said that she had two points to discuss. The first topic concerns *Imagine 2060* and she knows that it is important to publicize the workshops but doesn't think her household should get three notices at forty-four cents apiece. She checked with her son who is in the mail-house business and he said that there is no reason this should have been done in-house. She said that there would have been a substantial savings if it had not been done in-house considering that there were 12,000 postcards and the BMC/BRTB should consider that the next time there is a major mailing. Ms. Rosenberg's second topic concerns Mobility and she finds the major problem is making an appointment to get a card after a medical form is completed. She said that getting through to a person is impossible because they either do not have an answering service or never pick up their phone. Ms. Rosenberg said that she finally got through to a number where you leave compliments and the person was most helpful. She said that she hopes that the frustration that one has to go through is not a way to keep people out of the system.

Ms. Rosenberg also talked about a well-known architect, Gabriel Kroiz, Program Director & Assistant Professor, Architecture & Environmental Design at Morgan State University, who has a dream plan for Central Avenue, a project that is mentioned in the 2011-2014 Transportation Improvement Program (TIP). She said that he, being an architect and not a transportation person, was not aware of the process to get a project on a schedule. Central Avenue is slated to be reconstructed soon without day-lighting the river. The timing of his project was too late. Mr. Jamie Kendrick said that Baltimore City has had an opportunity to meet with the Waterfront Partnership and while the plan had a lot of merit, it was too far down the path to change course, there are storm water management regulations to consider as well as water engineering issues, and it was too significant a change for the City to consider at this time.

**REPORT FROM CITIZENS ADVISORY COMMITTEE:** Ms. Rosenberg reported on the activities of the Citizens Advisory Committee (CAC) and said that at the June 2<sup>nd</sup> meeting, she chaired the meeting in the absence of the Chair. She said the meeting consisted of subcommittee briefings and action items to be considered and a dry run for the *Imagine 2060* open house sessions. She noted that some problems appeared during the "walk around the room" where too many people would congregate at one station. Ms. Rosenberg mentioned that the evaluation sheets were distributed but the results are not known as of this meeting. Subcommittee reports were provided regarding Membership, Policy & Legislation, and Public Involvement. Ms. Rosenberg also mentioned that the CAC would appreciate hearing of anyone who might want to join the CAC, particularly from Howard and Carroll counties. She also attended the 2011-2014 TIP public comment meeting and made several verbal comments. Mr. Lang noted that several members of the CAC have volunteered to assist at the open houses starting on June 9<sup>th</sup> and ending on June 24<sup>th</sup> and noted his appreciation for their attendance.

**REPORT ON PUBLIC COMMENTS:** Ms. Regina Aris referred to a handout – Public Involvement Report – June 2010, and noted two public comment periods. She said that a comment period recently closed for the FY 2011 Goal for the Disadvantaged Enterprise Program and there were no comments received. The FY 2011-2014 TIP and Air Quality Conformity Determination have two comments received to date and the comment period ends at the close of business today. Ms. Aris noted that Ms. Rosenberg provided verbal comments on the TIP. She said that a written comment was received from Drew Brown and draft responses will be prepared for the BRTB's consideration. There was a public meeting on June 8<sup>th</sup> for the TIP and Conformity Determination where there were two presentations. She noted that MTA was also in attendance since the MTA “piggybacks” the TIP meeting to receive comments on their FTA and 5307 and 5309 grant programs. Ms. Aris said that as of this date, six of the nine *Imagine 2060* open houses are now complete.

**[Handout: Public Involvement Report – June 2010]**

**REPORT FROM THE TECHNICAL COMMITTEE:** Mr. Ben Pickar said that the Technical Committee (TC) met on June 1<sup>st</sup>. He mentioned that the TC reviewed Resolution #10-24, Approval of Fiscal Year 2011 Disadvantaged Business Enterprise (DBE) goal which was set at 20%. He said that the TC recommended sending the resolution to the BRTB for their approval.

**APPROVAL OF FISCAL YEAR 2011 DISADVANTAGED BUSINESS ENTERPRISE**

**GOAL:** Mr. Lang introduced Resolution #10-24 which identifies the methodology for proposing the Baltimore Metropolitan Council (BMC) and the Baltimore Regional Transportation Board (BRTB) a DBE goal for FY 2011 and sets the goal at 20%. He said that this percentage was developed by looking at an average of the State Highway Administration (SHA) goal and the Baltimore County goal, recognizing that Baltimore County is the largest and most demographically representative county of the region and also recognizing that SHA has done some technical work in developing these types of DBE goals. Mr. Kendrick expressed his dissatisfaction with the goal and feels that the goal is too low. He noted that SHA's goal for FY 2010 was twenty-four (24.3%) percent and the MTA goal which serves this region is twenty-five (25%). Ms. Parr asked for a motion to approve Resolution #10-24. Mr. Carl Balsler made a motion to approve the resolution with Mr. Gold seconding the motion. Mr. Kendrick moved an amendment that the goal be set at an average of the MTA and SHA goals or twenty-four point five (24.5) percent in the 4<sup>th</sup> clause. Ms. Parr asked for a motion to approve the amendment. Mr. Kendrick made a motion to approve the amendment, with Mr. Jon Arason seconding the motion. Mr. Gold asked if there were federal regulations regarding this procedure and Mr. Lang noted that there are 5 methodologies for determining DBEs: 1) using a DBE Directory and Census Bureau data; 2) bidders list; 3) disparity study; 4) using the goal of another DOT recipient; and, 5) alternative methods. It was pointed out that this is a goal and not a mandate and Mr. Kendrick noted that the consequences of not meeting the goal are self enforcing and requires a good faith effort. Mr. Lang referred to a scan of BMC contracts from three previous years and the DBE participation rates were 51%,

35%, and 36%, respectively. Ms. Parr asked for a motion to approve the resolution, as amended. Mr. Kendrick made a motion to approve the resolution, as amended, with Mr. Balser seconding the motion. Baltimore County abstained with Howard and Anne Arundel counties offering nay votes. Resolution #10-24 was approved.

**ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR 2011:**

Mr. Balser reported that the Nominating Committee met via telephone and, after some discussion, they nominated Baltimore County as Chair and Harford County as Vice-Chair. Mr. Kendrick mentioned that it has now been 17 years since Baltimore City has chaired the BRTB and noted that he will abstain from the vote. Mr. Balser asked if there were any nominations from the floor and, hearing none, Ms. Parr asked for a motion to approve Baltimore County as Chair and Harford County as Vice-Chair. Mr. Gold made a motion to approve the nominations and Mr. Arason seconded the motion. The nominations were unanimously approved. Baltimore City abstained from the vote.

**PRESENTATION OF PROCLAMATION OF APPRECIATION TO CARL BALSER:**

Mr. Arason presented Mr. Balser with a framed document detailing his many accomplishments as a Board member throughout the years since its inception in 1992 through 2010. Mr. Arason added that Mr. Balser has been a passionate advocate for Howard County and the region. Mr. Balser thanked the Board for their kind words and said that there has been a dedication to a common goal of this group and added that, hopefully, he has contributed to it.

**MTA DISCUSSED ACTIVITIES RELATED TO THE RED LINE:**

Ms. Diane Ratcliff, Director of Planning, Maryland Transit Administration, introduced Mr. Lorenzo Bryant, MTA Red Line Project Manager, and Mr. Jeff Ensor, Parsons Brinckerhoff. Mr. Bryant noted that the purpose of his visit today is to give an update on the status of what is happening with the Red Line. He noted that currently, the Red Line is in the New Starts application process in which the MTA is coordinating with the Federal Transit Administration in its submission of several documents or the first phase of the final design. Mr. Bryant stated that the New Starts should start sometime in July and continue for about two years. Consistent with that phase, MTA looks forward to collaborating with citizens, businesses, property owners, developers, and stakeholders who have an interest in how the Red Line station designs are laid out. That process will be called Station Area Advisory Committees (SAACs). Mr. Bryant noted that the Red Line has about 20 stations planned along the 14-1/2 mile corridor and, at each of these 20 stations, MTA envisions about 15 to 20 committee members will serve on this SAAC to address the design of those stations, traffic issues, etc. He distributed a solicitation to seek nominations to the SAAC and they will be accepted until August 25<sup>th</sup>. In response to a questions from Ms. Rosenberg regarding how many applications have been received, Mr. Bryant noted that there have been about 100 – 150 that have come in

online. Ms. Ratcliff mentioned that MTA is looking for self-nominations, folks living along the proposed route, community associations or planners.

Mr. Bryant said that the second purpose of his appearing before the Board is to request the Board's approval of an amendment to a resolution passed in 2009 to include language that includes current project costs consistent with the application forwarded to the FTA. Ms. Ratcliff noted that the resolution will recognize the refinements to the Locally Preferred Alternative and that the Board intends to continue the Red Line at its new cost in the next long range transportation plan. She added that the plan will be updated during 2011. In response to a question from Mr. Emery Hines regarding interns, Mr. Bryant noted that the program kicked off on June 21 with 18 high school students from Edmondson, Woodlawn, and Patterson who were selected to work with the consultant. He said that it is very educational and those students can serve as mentors.

***[Handout: Flyer – Red Line Station Area Map and List of Surrounding Neighborhoods/Nominate Yourself to Serve on a Red Line Station Area Advisory Committee]***

**DISCUSSION OF RECENT FEDERAL GRANT ANNOUNCEMENTS:** Mr. Lang advised the BRTB that the Transportation Investment Generating Economic Recovery, or TIGER II Discretionary Program is available. He noted that the appropriations for this Act is \$600 million and the notice that requires pre-applications must be submitted by July 16, 2010 at 5:00 P.M. and final applications must be submitted through Grants.gov by August 23, 2010, at 5:00 P.M. He noted that this is a much reduced amount from last year which was \$1.5 billion where there were 1,450 nationwide applications which totaled approximately \$60 billion in projects and out of all of those applications, only 166 projects were selected for further review. Mr. Lang urged the member jurisdictions to submit projects for consideration for BRTB letters of support, as the time to submit applications is closing in and pre-applications must be submitted before the next Board meeting. Mr. Lang also announced that the TIGER II planning grants that go along with that program are to be announced in today's Federal Register and are being combined with the HUD's Community Challenge Planning Grants and it is a joint notice between DOT and HUD. The DOT portion is approximately \$35 million for their discretionary funds for their planning grants and the HUD portion is approximately \$40 million for their challenge grants. Mr. Lang also mentioned that the sustainable communities NOFA should be coming out and if it came out before the next BRTB meeting, BMC will pass that information along. He added that if anyone would like to go after these grants and wants a letter of support from the Board or if the Board would like to go together in a multi-jurisdictional basis, to let BMC know their wishes. Mr. Kendrick mentioned that Baltimore City will be resubmitting the Westport application. Mr. Mike Nixon indicated that MDOT will be evaluating applications as they come in and will consider providing letters of support.

**UPDATE ON IMAGINE 2060:** Mr. Tony McClune reported on the progress of *Imagine 2060*. He noted that we are in our second phase of workshops which started on June 9<sup>th</sup> and will conclude on June 24<sup>th</sup>. He said that the Values Survey is still available on the BMC web site [www.imagine2060.com](http://www.imagine2060.com) and over 400 people have responded to the survey so far and we are moving forward.

Mr. Jamie Bridges presented the outcome of the consultant contract for a *Regional Economic Outlook (REO) for 2060*. Mr. Bridges noted that the REO would not serve as an alternative demographic forecast, nor would it come before the Board for endorsement. Instead the REO would serve the *Imagine 2060* planning process; the REO delivers a plausible future estimate of total population, households and employment for the region, and will be used in regional control totals for allocation in scenario planning activities. Mr. Bridges detailed the timeline and consultant scope-of-work/RFP process, and then touched on the consultant approach for the REO. The consultant team utilized an empirical forecast and allocation model to generate the REO, with several important considerations/assumptions such as immigration rates, household characteristics and economic structure addressed as part of the contract kickoff, held on February 5. The final deliverable estimates a population increase between now and 2060 of around 700K, a household increase of around 400K and an employment increase of around 500K. The estimates were compared with the Cooperative Forecast Groups Round 7C forecasts for 2035, with the annual growth in population, households and employment being quite similar. A brief review of the consultant report showed a continuation of current trends - like the Boomers march into retirement, the decrease in the manufacturing sector employment and the increase of commutation to the region.

Dr. Thomas Hammer, a representative of the Parsons Brinckerhoff-led consultant team, fielded a number of approach-related questions. Then the members discussed in brief a number of considerations such as increases in the cost of fuel and the prevalence of working from home. These considerations, Mr. Bridges noted, could serve as the basis for alternative REOs and inform future scenario planning activities.

***[Handout: Final Report: Regional Economic/Demographic Outlook (REO) for 2060]***

**A GUEST SPEAKER WILL GIVE THEIR PERSPECTIVE FOR THE REGION'S VISION:**

Mr. Jim Dwyer, Maryland Port Administration (MPA), Planning, and Mr. Rupert Denny, Steinweg, provided public and private sector perspectives on the Port of Baltimore and its impact on the future of the Baltimore region's vision for 2060. Mr. Dwyer provided a historical reflection of maritime cargo at the Port of Baltimore with its inland location which is further west than any other east coast port. The MPA was formed in 1956 to encourage waterborne commerce through Maryland which grew significantly between 1960 and 2008. The Port of Baltimore has a significant impact on the region's economy with 50,700 jobs that are dependent on cargo and vessel activity with \$3.7 billion in personal wages and salary and a total economic value of \$5.6 billion.

The Port of Baltimore has a mix of public (7) and private (29) sector marine terminals. The maritime industries that use these terminals need access to rail, highways, and deep water, as well as protection from encroachment. In this respect, Mr. Dwyer praised the Baltimore City's Maritime Industrial Zone Overlay District (MIZOD) that helps the port and especially the private marine terminals. Mr. Dwyer also highlighted three paradigm shifts in the last 2000 years in ship design and cargo movement – steam propulsion in the early 1800's, steel shipbuilding in the late 1800's and containerized cargo in 1965. He talked about the widening of the Panama Canal and its impacts on global trade and ship size. Mr. Dwyer also noted that the cruise business is booming at the Port of Baltimore. 2009 was a record year with 167,000 embarking passengers. With regard to the future, he touched upon the Marine Highway Corridor initiative that is being promoted by USDOT and the I-95 Corridor Coalition as a way reduce congestion on I-95 – if instituted, Baltimore is in a prime location along the US east coast to take advantage of the corridor. He noted that globalization and international trade are here to stay and that the port needs deeper channels, better rail and highway access, dredge placement sited, protection from encroachment, and land to expand.

Mr. Denny provided the private sector perspective at the Port of Baltimore and noted that the maritime community is made up of hundreds of different organizations and they along with the MPA have invested a significant amount of funding into terminal operations. Some of the key private sector terminals include Domino's Sugar, Westway terminals, Steinweg, Apex, Rukert Terminals, CSX Marine Terminals, and National Gypsum. Mr. Denny noted that almost all private terminals handle cargo in bulk or neo-bulk (not containers) that require a variety of distribution modes and often need to move large volumes of product in a short period of time. Mr. Denny pointed to the strengths and weaknesses of the Port of Baltimore and the Baltimore region – strengths include Baltimore's location with its road and rail advantage and a large population base for products. Weaknesses are also location resulting from road and rail congestion, population and tolls. The region benefits from being close to major markets which leads to less costs and having two class I railroads and two good short line railroads. Some of the disadvantages, in Mr. Denny's opinion, are lack of new roadway capacity, saturated rail capacity, the NIMBY attitude among the population, and the education or lack thereof as it related to port operations. He touched upon some of the challenges facing the private sector operator that includes driver shortages for short haul trucking, cost of fuel, emissions, tolls, and the impact of trucks on the highway infrastructure. From a rail standpoint, he wondered about the potential for expansion and whether the rail industry was committed to investing significant amounts of funds in the region. There is also public opposition (NIMBY) to rail expansion. Mr. Denny also praised Baltimore City's MIZOD and expected cargo volumes to increase leading to more meaningful employment and increases in port related investment. He suggested some long term solutions that include incentives for railroad use (more short line railroads and tax credits) and new ports in Maryland that would facilitate short sea shipping. He offered suggestions for two satellite, shallow depth container ports in the vicinity of Aberdeen Proving Ground (APG) in Harford County and the Patuxent Air Station (PAX) in Prince Georges County that could serve a large distribution center.

Among the political considerations that could impact operations at the Port of Baltimore, Mr. Denny referred to the laws regulating short sea shipping (Jones Act) and whether the state and federal government would continue to support funding for dredging the Bay and its tributaries.

***[Handout: Maryland Port Administration – Imagine 2060, Baltimore Regional Transportation Board, June 22, 2010, Jim Dwyer, MPA Planning]***

**OTHER BUSINESS:**

Mr. Lang referred to a letter dated June 17, 2010 to Administrator Peter Rogoff of the Federal Transit Administration (FTA) where the Board, via an e-mail vote, agreed to support an application by Howard County and its partner transit agency, Central Maryland Regional Transit, for a grant application for the State of Good Repair Initiative to fund the purchase of critically needed transit vehicles.

***[Handout: Letter dated June 17, 2010 to FTA Administrator Peter Rogoff]***

Ms. Parr asked for a motion to adjourn the meeting. Mr. Balsler made a motion to adjourn with Mr. McClune seconding the motion. The meeting adjourned at 11:20 A.M.

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board