

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**MINUTES OF THE 233<sup>rd</sup> MEETING OF  
THE BALTIMORE REGIONAL TRANSPORTATION BOARD  
DECEMBER 20, 2011  
9:00 A.M.**

**EMPOWERED MEMBERS**

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

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

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

Pat Keller, Deputy CAO Statewide Service Development  
Maryland Transit Administration

Jamie Kendrick, Deputy Director  
Baltimore City Department of Transportation

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

Ben Pickar, Acting Chief  
Division of Transportation Planning  
Howard County Department of Planning & Zoning

Jolene Sullivan, Director  
Carroll County Department of Citizen Services

Jim Wilkinson (for Diane Franks, Manager, Air Quality Planning Program)  
Maryland Department of the Environment

Bihui Xu (for David Whitaker, Deputy Director, Infrastructure Planning)  
Maryland Department of Planning

**OTHERS PRESENT**

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division

Regina Aris, BMC  
Jason Biernat, BMC  
Debbie Bowden, Maryland Department of Transportation (MDOT)  
John Cutonilli, Citizen  
Jim Dooley, State Highway Administration (SHA)  
Terry Freeland, BMC  
John Gasparine, Maryland Transit Administration (MTA)  
Joan Gorsuch, BMC  
Victor Henry, BMC  
Dami Kehinde, SHA  
Mike Kelly, BMC  
Keith Kucharek, SHA  
Todd Lang, BMC  
Steve Lauria, CAC Chair  
Christy Mainley, STV  
Justin P. Morgan, FHWA  
Janet Owens, Central Maryland Regional Transit (CMRT) Chair  
John Powell, CMRT Chief Executive Officer  
Kevin Racine, Citizen  
Glen Smith, Maryland Transportation Authority (MdTA)  
Janie Tiedeman, URS  
Alex Rawls, Technical Committee Chair

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

**APPROVAL OF MINUTES:** A request for a motion to approve the minutes of the November 14, 2011 and the October 25, 2011 BRTB meetings was made by Mr. Hines. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Harvey Gold. Both sets of minutes were unanimously approved.

**PUBLIC PARTICIPATION OPPORTUNITY:** Mr. Kevin Racine announced that possibly, in about 4 weeks, he will be going on the road with the Obama re-election team. He said that this is a new challenge for him and he will not forget transit. He thanked the BRTB for allowing him to express his views on transportation throughout the years.

**REPORT ON PUBLIC COMMENTS:** Mr. Hines noted that there are currently no open public review and comment periods. Upcoming activities include the FY 2013 Unified Planning Work Program.

**REPORT FROM CITIZENS ADVISORY COMMITTEE:** Ms. Regina Aris introduced Mr. Steve Lauria, the new Chair of the Citizens Advisory Committee. He noted that the CAC met on December 7<sup>th</sup> and that the three subcommittees each prepared a report on their achievements for the past year and their goals and activities planned for 2012. The Membership Subcommittee reported that all of the new member nominations submitted to the BRTB were approved. He also reported that the subcommittee has been working on a form that will document CAC member activities in support of the group's mission. In addition,

Mr. Lauria noted the 2011 accomplishments of the Public Involvement Subcommittee. He included the focus of the Subcommittee which includes the Public Participation Plan, the participation plan for the long-range transportation plan, the Speaker's Bureau, outreach, and evaluation of public involvement techniques. Goals and activities for 2012 were also reviewed for this Subcommittee. Mr. Lauria also noted the intent, goals, accomplishments and activities of the Policy & Legislation Subcommittee. Some of the accomplishments included reviewing and providing advice to the BRTB on *Plan It 2035* goals and the FY 2012 Unified Planning Work Program. They also reviewed and provided advice to the BRTB on the TIP and eight TIP amendments.

**REPORT FROM THE TECHNICAL COMMITTEE:** Mr. Alex Rawls reported on the December 6, 2011 Technical Committee meeting. He noted that the Federal Highway Administration (FHWA) had announced the FY 2012 solicitation for candidate projects for 12 discretionary grant programs and approximate amounts of funding with applications due on January 6, 2012. In addition, the State Highway Administration (SHA) and the Maryland Transportation Authority (MdTA) initiated a statewide study on impacts of freight transportation in Maryland. BMC staff presented an analysis of the datasets for the 2009 and 2035 Freight Analysis Framework which provides estimates for tonnage and value, by type, mode, origin, and destination. Progress reports on the BRTB CMAQ application and a discussion of the 2013 UPWP schedule was also presented.

**LETTER OF SUPPORT FOR US DOT DISCRETIONARY GRANT PROGRAM**

**APPLICATIONS:** Mr. Todd Lang informed the BRTB that on November 9, 2011, the U.S. Department of Transportation provided solicitation for Fiscal Year 2012 candidate projects for 12 discretionary grant programs. These applications are due at the close of business on Friday, January 6, 2012 and include the following programs: Delta Region Transportation Development; Ferry Boat; Highways for Life; Innovative Bridge Research and Deployment; Interstate Maintenance; National Historic Covered Bridge Preservation; National Scenic Byways Program; Public Lands Highways; Rail Highway Crossing Elimination in High Speed Rail Corridors; Transportation, Community and System Preservation; Truck Parking Facilities; and Value Pricing Pilot Program. Mr. Lang asked for potential applicants to present their projects for consideration of letters of support from the BRTB. Mr. Jamie Kendrick said that the City of Baltimore is planning on submitting 4 applications. Under the Transportation, Community & System Preservation program, projects include: Belair Road Improvements (between Erdman Avenue and the City Line); Martin Luther King Boulevard Sideway (restoring the bicycle & pedestrian facility along the west side of MLK from State Center to Washington Boulevard); and the North Avenue Streetscape (between Howard and Greenmount) bordered by MICA on the west and the Barclay community on the east. Under the Public Lands Highway Discretionary Program, Mr. Kendrick said that Baltimore City is seeking funding for a water taxi landing dock at Fort McHenry and some minor dredging in the area to allow additional vessels to dock safely at Fort McHenry. Mr. Kendrick made a motion for approval of a letter of support for the above projects which was seconded by Mr. Ben Pickar. The motion was unanimously approved.

Mr. Tyson Byrne noted that MDOT will be seeking letters of support sometime in the future – they are still working on a list of actual projects to be submitted statewide. MDOT is currently looking at about 30 projects, to be narrowed down. He said that as soon as he knows something more definite, he will be forwarding it to the Executive Committee for support of

those projects. Mr. Gold asked that before the Executive Committee makes a decision that they send it out to the remainder of the Board.

**UPDATE ON THE CENTRAL MARYLAND REGIONAL TRANSIT (CMRT) TRANSPORTATION RESOURCE INFORMATION POINT (TRIP) PROGRAM:**

Former Anne Arundel County Executive Janet Owens was introduced as the Chairperson for CMRT. Ms. Owens provided a brief overview of CMRT and then introduced Mr. John Powell, the Chief Executive Officer. Mr. Powell made several points relative to activities at CMRT, including:

- Announcing the TRIP program which is a one stop shop for transit information (partially funded through a JARC/NF grant approved by the BRTB);
- A \$1.6M grant from FTA 1 call – 1 click program to expand TRIP to benefit veterans as well as employ veterans. This will also allow for 50 kiosks and embedding the TRIP program on the Prince George’s County web site;
- Since the transit maintenance facility in Howard County will not be ready until July 2013, the Howard County contract with First Transit will be extended one year, then a competitive bid will be released;
- A grant awarded by FTA for 3 inductive buses to be used on the Green Route has still not been released;
- The subscription bus service, primarily serving Ft. Meade/NSA has a farebox recovery of 100%, several routes have a higher ridership than others. A route connecting Piney Orchard to MARC is now serving 200 riders per day; and
- Senator Rosapepe has asked CMRT to look into issues with low ridership and scheduling on the Camden Line – CMRT is looking for funding to support a position to take on that task.

**UPDATE ON THE MARYLAND STATE HIGHWAY ADMINISTRATION/MARYLAND TRANSPORTATION AUTHORITY UPDATE TO THE MDOT STATEWIDE FREIGHT PROGRAM:**

Mr. Keith Kucharek (SHA) provided a brief introduction to the project which resulted from the MDOT Statewide Freight Plan that was completed in 2010 and included a broad range of priorities (bottlenecks, parking, geometric improvements etc.) to improve freight movement in the state. SHA partnered with MdTA for this effort as a significant portion of freight moves over sections of highway, bridges and tunnels owned and maintained by MdTA. He introduced Mr. Glen Smith (MdTA) and Ms. Janie Tiedeman (URS) and turned the presentation over to Ms. Tiedeman.

Ms. Tiedeman noted that the purpose of the freight implementation plan is to serve as a guide for planning and project development and provide direction for future transportation investments to enhance the safe and efficient movement of freight. She provided an overview of freight movement and its impact on the economy – approximately 337,600 jobs in 2009 statewide are related to manufacturing, wholesale trade and transportation and warehousing – this is about 10 percent of the state’s economy. A significant amount (85 percent) of freight traffic travels on state roads. Of the 152 million vehicle miles traveled on MdTA’s facilities in 2010, 38 percent were commercial vehicles which is a 6 percent increase from 2008 to 2009.

By 2035, Maryland anticipates a 75 percent increase in freight movements for the State and the region. Freight tonnage will increase by 105 percent and the value of goods transported

will increase by 118 percent. The SHA/MdTA study builds on previous efforts by MDOT and other state and local agencies to understand existing and projected freight demand on the network and identify a range of transportation needs related to freight and potential short and long term projects that could address freight needs. The team met with several stakeholders (both in the public and private sectors) to seek input on current practices, challenges, and future needs. These interviews resulted in the following broad observations:

- Lack of overnight truck parking;
- Trucks parked on shoulders and ramps unsafe and damaging to roadway;
- Geometric constraints at some ramp termini and other locations;
- Need additional virtual weigh stations and e-screening facilities;
- Truckers don't always have the latest GPS data;
- Cooperation between agencies, jurisdictions, and private industry is necessary to ensure connectivity along freight corridors; and
- There is not enough existing trucking capacity (drivers and equipment) to accommodate anticipated increases in freight shipping.

Safety was the top priority for the stakeholders closely followed by the need for additional truck parking, geometrics, enforcement, and policy constraints. The SHA/MdTA freight implementation plan will identify projects to help manage congestion and delay for trucks, reduce crashes, improve geometric deficiencies that inhibit safe or efficient truck movement, reduce community impacts caused by truck traffic, improve connectivity or provide a redundant route, benefit motor carrier enforcement and safety efforts, and address need for overnight truck parking.

Ms. Tiedeman gave an overview of the process that will be used to select short and long term plans – this will include identifying freight hot spots and projects to address them while screening and prioritizing them for feasibility. This includes creating GIS data layers for all the information collected over the past several months and developing weight factors for crashes, traffic volumes, congestion and delay, geometrics, community impacts and other key freight metrics. The GIS database will be queried using the weighted factors and each roadway segment assigned a score. A series of hot spot maps with high, medium and low scores will be generated from these queries – Ms. Tiedeman shared draft versions of these maps during the presentation. The study team is looking at several truck parking expansion concepts around the state. Most of these are at existing rest areas and welcome centers. The next steps include identifying short term improvement roadway projects and developing improvement concepts and preliminary cost estimates, updating truck parking needs inventory, developing truck parking expansion concepts and cost estimates, draft short and long term implementation plans and developing a freight planning process that MdTA and SHA can use for future projects.

Mr. Pickar inquired how this project ties into the recently approved long range plan, *Plan It 2035*. Mr. Kucharek and Mr. Lang responded by noting that regional stakeholders were involved in the development of this plan and BMC staff is working on updating the travel demand model using the Freight Analysis Framework -3 data that just became available. There are also plans under the UPWP to conduct a regional freight study that takes into consideration this effort by SHA/MdTA. Mr. Jim Wilkinson asked that MDE be included as one of the stakeholders for this study as they have an active interest in promoting air quality and the complete streets concept that may sometimes not be compatible with significant

trucks and freight movement. Ms. Bihui Xu asked if the study took into account a goal of the MDOT statewide plan to shift more freight from truck to rail. Ms. Debbie Bowden (MDOT) responded that they are actively engaged in this process with the trucking and railroad industries. Ms. Tiedeman noted that one of the primary goals of this study is to identify short-term improvements while addressing long term needs as well and this would fall under that category. Mr. Hines asked if a draft report is available. The study team noted that a report will be available during the spring of 2012.

**OTHER BUSINESS:**

Mr. Lang noted that the BRTB, as a consortium member of a larger effort, was successful in receiving a HUD Regional Sustainable Planning Grant. Mr. Mike Kelly updated the Board on the events to date. He said that the Baltimore region was awarded a HUD award of \$3.5 million, the largest award in the country. Over the next three years, the region will be developing two sub-plans – a regional housing plan which is still being defined, and a regional workforce development plan. Mr. Kelly noted that sometime in the middle of January, BMC will sign an agreement with HUD and our three-year clock will start ticking and BMC will have 60 days to develop a work plan. He said we are working not only with our non-profits and the foundation partners but also the representatives from the local and state agencies. What we will do over these 60 days is map out how we will spend this money over the three years and one of the goals of the over-arching plan is to link our transportation planning with housing and work force development. According to Mr. Kelly, BMC will be reaching out to BRTB jurisdictions and agencies to help shape the work plan. Mr. Kelly also noted that another interesting point is preferred sustainability status. He said that the status only applies to specific HUD grants but any applicant in the region is eligible to receive two extra points on participating grants. He also mentioned that if anyone has a question about who their representative is, he can make that information available.

Mr. Lang noted that thanks to a commitment of \$800,000 from MDOT, the BRTB is currently undergoing a competitive selection process for the CMAQ funding with the applications due February 15, 2012 at 2:00 P.M.

Mr. Lang also pointed out that there are several amendments that will be coming forward for a public review and noted that the Maryland Transit administration has 8 different amendments that they would like to present based upon some budgetary review at MTA. He noted that BMC will be putting these out along with 2 amendments from Baltimore City.

***Handout: Letter dated December 7, 2011 to MDOT from BMC re: administrative modification]***

Mr. Hines asked for a motion to adjourn the meeting. Mr. Gold made a motion to adjourn with Ms. Jolene Sullivan seconding the motion. The meeting adjourned at 10:46 A.M.

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board