



The Metropolitan Planning Organization for the Baltimore Region

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

DRAFT

**MINUTES OF THE 219th MEETING OF
THE BALTIMORE REGIONAL TRANSPORTATION BOARD
October 26, 2010
9:00 A.M.**

EMPOWERED MEMBERS

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

Ben Pickar, Acting 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 (Chair)
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, Deputy Chief of Staff
Carroll County Government

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

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
Victor Bonaparte, BMC
Dunbar Brooks, BMC
Lillian Bunton, BMC
Tyson Byrne, BMC
Louis Champion, Maryland Motor Truck Association (MMTA)
Dave Fleming, Maryland Department of Transportation (MDOT)
Terry Freeland, BMC
Charles Grant, Maryland Transit Administration (MTA)
Monica Haines Benkhedda, BMC
Todd Lang, BMC
Heather Murphy, MDOT
Kevin Racine, Citizen
Nick Ramfos, Metropolitan Washington Council of Governments (MWCOG)
Alex Rawls, Technical Committee Chair
Michele Rosenberg, Citizens Advisory Council (CAC)
Ted Rosenberg, Citizen
Sara Tomlinson, BMC
Russ Ulrich, BMC
Lyn Waterhouse, MDOT
Jim Wilkinson, MDE

The meeting was called to order at 9:04 A.M. by the Chair, Mr. Emery Hines.

APPROVAL OF MINUTES: A request for a motion to approve the minutes of the September 28, 2010 BRTB meeting was made by Mr. Hines. A motion was made by Mr. Jamie Kendrick to approve the minutes and seconded by Mr. Tony McClune. The minutes were unanimously approved.

PUBLIC PARTICIPATION OPPORTUNITY: Mr. Kevin Racine spoke with the board about some of his recent meetings and activities related to transportation. Specifically, he reported that he has shifted from providing information to people about how to use transit to showing people how to use it. His message to those he meets is that we should be meeting the needs of local citizens with regional transit services. He announced that President Obama had recently announced an interest in funding \$50 billion nationally for infrastructure improvements. Mr. Racine asked that the BRTB work

with him and other members of the public so that Maryland is prepared for its billion in funding, as one of fifty states. Mr. Racine also spoke of the importance of bringing others into the process and remembering to use plain language. Finally, Mr. Racine spoke about meeting with Mayors in northeast Maryland about the importance of transportation and connectivity between the regions.

REPORT ON PUBLIC COMMENTS: Ms. Monica Haines Benkhedda referred to a handout – Public Involvement Report – October 2010, and noted that there were two comment periods that closed in October – the Revised Draft Goals for *Plan It 2035* and an Amendment to FY 2010-2013 Transportation Improvement Program for BWI MARC Station Improvements. Comments received on the revised draft goals were reviewed and included in the final draft goals. She also reported that several general comments were submitted to the BRTB, including recommendations on a Pedestrian Only High Speed Ferry; suggested improvements for bicyclists on Montgomery Rd. between I-95 and Marshalee Rd.; and two individuals with disabilities who are having difficulty accessing transportation.

[Handout: Public Involvement Report – October 2010, Comments from Eric Grant and Craig Purcell, Matrix with responses to comments on Goals]

REPORT FROM CITIZENS ADVISORY COMMITTEE: Ms. Michele Rosenberg reported that the last CAC meeting was on October 6 and featured a guest speaker – Mr. Patrick Maier, Executive Director at Innovative Housing Institute who shared information on Transportation for Maryland and the reauthorization of federal transportation legislation. The remainder of the CAC meeting focused on a number of briefings and action items from the Membership subcommittee. Specifically, fifteen members were chosen out of over 30 applications submitted. The CAC voted to approve the slate of 10 new members for the 2011-2013 term, as well as 5 individuals to fill vacancies. The five members that would be filling these vacancies are members that are currently serving on the CAC. She reported that the group is pleased that this new group will be a diverse set of members. All jurisdictions except Carroll County are included and there is a variety of ages, genders, and minority representation. She also noted that of the 15 members for the 2011 term, 10 would represent organizations. At the November meeting, the CAC will call for nominations for its 2011 Chair and Co-Chairs. The Public Involvement subcommittee will also review a proposal from member Art Cohen, asking that the PI subcommittee review material from BMC/BRTB prior to it being distributed to the public.

REPORT FROM THE TECHNICAL COMMITTEE: Mr. Alex Rawls said that the Technical Committee (TC) met on October 5, 2010. At that meeting, the TC recommended moving two resolutions to the BRTB for approval: #11-8, Goals for *Plan It 2035* and #11-11, amending the TIP to include Preliminary Engineering for the MARC BWI Station and Track Improvements. The TC also spent time reviewing prioritization, the definition of regionally significant and performance measures. Presentations on

UPWP work activities included: an update on the 2008 Travel Model Validation, GPS Trends Analysis from 1998-2008, and Early Results from the 2006-2008 CTPP. Finally, the November TC meeting has been moved to the 4th due to the General Elections.

APPROVAL OF RESOLUTION #11-8 – GOALS FOR *PLAN IT 2035*: Mr. Todd Lang introduced Resolution #11-8, Goals for *Plan It 2035*, for approval. He stated that these have been in development over the past several months and incorporate input from the advisory committees and the public. In addition, the proposed goals and strategies reflect policies adopted by the federal transportation agencies and their partners, US HUD and US EPA, through the jointly developed Livability Principles.

Mr. Kendrick expressed some concern about the sequence of events regarding adoption of evaluation criteria and performance measures, noting that the region needs to know what it's trying to achieve before adopting goals and strategies. He also wondered whether, if additional time is needed to consider these issues, there would be any implications if the region were to miss the November 2011 deadline for adoption of *Plan It 2035*. Mr. Kwame Arhin, FHWA Liaison, noted that conformity would lapse if the region were to miss this deadline. This could result in a loss of some of the region's federal transportation funding until such time that conformity is achieved again. Mr. Hines asked for a motion to endorse Resolution #11-8. Mr. Ben Pickar made a motion to approve the resolution and it was seconded by Mr. McClune. The resolution was unanimously approved.

[Handout: Plan It 2035 – Final Draft Goals and Strategies]

APPROVAL OF RESOLUTION #11-11 – AMENDMENT TO THE 2010-2013 TIP: Mr. Lang introduced Resolution #11-11, amending the 2010 – 2013 Transportation Improvement Program (TIP) which provides for station and track improvements at the BWI Station and Track. Mr. Hines asked for a motion to endorse Resolution #11-11. Mr. Kendrick made a motion to approve the resolution and it was seconded by Mr. Harvey Gold. The resolution was unanimously approved.

GUARANTEED RIDE HOME PROGRAM: A presentation on the region's new Guaranteed Ride Home (GRH) initiative was made by Mr. Nick Ramfos, Director of the Metropolitan Washington Council of Government's Commuter Connections program. GRH ensures that registered participants, commuters who use alternatives to driving alone at least twice a week, are able to get a free ride home in the event of an unexpected emergency or unscheduled overtime. Registrants may use the service up to four times each year.

The program officially launches on October 28, with a press event at Camden Yards. It is funded by MDOT through the CMAQ process and is administered by Commuter Connections. MTA and Rideshare are responsible for regional marketing efforts.

[Handout: *Guaranteed Ride Home (GRH) Baltimore, ppt, Notice of a Press Conference from MTA, 4 GRH marketing pieces: postcard, brochure, flyer, and large and small poster*]

UPDATE ON IMAGINE 2060 AND PLAN IT 2035: Mr. Terry Freeland discussed the efforts under way with respect to development of *Plan It 2035*. The Technical Committee is evaluating BMC staff's recommendations for three items: (1) the definition of Regionally Significant Projects, (2) the Policy Prioritization criteria that agencies and jurisdictions will use to score the projects they submit, and (3) the Technical Prioritization criteria that BMC staff will use to evaluate and score submitted projects. In addition, he pointed out that BMC staff has developed a PDF form for agencies and jurisdictions to use in submitting projects. This form is intended to be user-friendly, with drop-down menus, the ability to save drafts, and inclusion of the Policy Prioritization criteria as part of the form. The form used for the 2007 Plan update was somewhat cumbersome to use and did not include the Policy Prioritization criteria (which were addressed in a separate form).

A discussion ensued regarding the policy scoring mechanism. Policy scoring is a self-scoring process by the submitting jurisdiction to reflect the local project priorities. Similar to the previous Long Range Plan development process each jurisdiction will submit five projects it considers to be high priority, four projects it considers to be medium priority, and an unlimited number of projects in the low-priority category (the City of Baltimore will follow a separate process due to their separate funding mechanism).

[Handout: *Plan It 2035 – Draft Criteria for Regionally Significant Projects, Policy Prioritization, and Technical Prioritization, Plan It 2035 Draft Project Submittal Form*]

PLAN IT 2035 FINANCIAL FORECASTS: Mr. Hines introduced Mr. David Fleming, Chief Financial Officer for MDOT. Mr. Fleming provided an overview and explanation of the methodology and assumptions MDOT used to forecast funding available to support *Plan It 2035*, the long-range transportation plan.

He distributed a copy of the 2010 -2035 update for the Baltimore Region and explained the methodology and assumptions used to identify realistically anticipated expenditures, not revenues, over a 25-30 year horizon. Future expenditures are based on the historic record of capital and operating expenditures from fiscal year 1981 through to fiscal year 2009. The fiscal year 2010 Trust Fund Forecast and Consolidated Transportation Program (CTP) for fiscal year 2010 to fiscal year 2015 is not included in the calculations.

Annual average growth rates are applied to the historic data to project expenditures for fiscal year 2016 and beyond. Different rates are applied to the various funding categories; operating, system preservation, expansion, state and federal. The resulting statewide total is then subdivided into three funding categories (operating, system

preservation and expansion). A percentage, derived from historic data, is applied to the statewide total to forecast the annual total allocated to the Baltimore region. A general overview of the MDOT methodology and assumptions used for the calculations was included in his handout.

Following his presentation, Mr. Fleming addressed questions concerning the projected increase in future funding as well as the allocation of funds for system preservation. There were concerns that the current and near term state/national economic conditions would continue to reduce transportation revenue sources thereby reducing transportation expenditures. Mr. Fleming indicated that based on data MDOT had received from their consultants, Global Insight and Economy.Com, the department remained comfortable with the forecast.

However, he recognized that the BRTB may choose to adopt less optimistic numbers for its long-range plan, as well as shift funding from expansion projects to system preservation. Following the somewhat lengthy discussion questioning the underlying assumptions driving the MDOT forecast, Mr. Fleming agreed to provide additional information in the Document of Assumptions, addressing BRTB members concerns. This addendum would be ready for the next Technical Committee meeting where the forecast will be presented for approval before moving to the November BRTB meeting for final action.

[Handout: Financially Constrained Long Range Plan, Year 2010 to 2040 Update for the Baltimore Metropolitan Region]

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

VISION: Mr. Louis Campion, President of the Maryland Motor Truck Association (MMTA), gave an overview of MMTA, whose mission is to support and advocate for a safe, efficient, and profitable trucking industry across all sectors and industry types. He then outlined the economic, capacity, and environmental challenges facing the trucking industry in the near term and into the future. Mr. Campion also addressed some of the misperceptions about the trucking industry and how they are working with the other modes, particularly rail, to improve freight transportation.

Mr. Campion noted that 93 percent of the communities in the state and region depend exclusively on trucks for their daily needs. Anything that is purchased from a store was brought to that store in a truck. The trucking industry employs 148,000 Maryland employees and pays \$7 billion in wages. The major stores depend on the trucking industry for just-in-time deliveries to avoid overstocking and to reduce the distribution costs to the consumer.

It is projected that freight tonnage will increase by 25 percent by 2021. Trucks carry approximately 70 percent of total freight and nearly 100 percent of consumer products. This increased growth in freight will be significantly impacted in the coming years with new, reduced hours-of-service rules that the Federal Motor Carrier Safety Administration (FMCSA) will be rolling out in the next few months. FMCSA is also

implementing new safety rules that targets individual drivers (and not trucking companies) that could have a further impact on the number of available drivers to move freight. The trucking industry is looking at pilot programs in Maine and Vermont where larger trucks are being tested to carry loads more efficiently.

From an environmental standpoint, Mr. Campion noted that today's engines have near zero NO_x and PM emissions. The EPA and USDOT just released new 2014 fuel economy standards that will help lower Green House Gases (GHG). Additionally, the Governor's Climate Change Action Plan provides tax incentives for installing Auxiliary Power Units to reduce idling and programs that reduce the number of empty trucks on the highways (deadheads). Mr. Campion also brought up the challenges that face the industry when it comes to livable communities and concerns about trucks running through them. He noted that it is important to plan truck routes with input from multiple stakeholders and educating the public on the need for trucks to use local streets for deliveries to local stores.

With regard to railroads, Mr. Campion noted that the trucking industry views them as partners and not competitors. The railroad industry has to depend on the trucking industry for the last mile traveled and there is more than enough freight for both industries. An AASHTO Freight Rail Bottom Line Report noted that about 1 billion tons of freight can be shifted from highway to rail with \$225 billion in rail improvements – however, this only constitutes a 1 percent improvement in market share for rail. He noted that shippers will decide which mode makes the best sense for moving their products. Also, under the current and projected economic scenarios, there will be continued competition for funding to meet growing infrastructure and service demands.

Finally, Mr. Campion presented some potential solutions that he urged the BRTB to consider as they develop the long range plans for the region. These include viewing the trucking industry as a non-discretionary user of the roadways and their contributions to the quality of life, connectivity across jurisdictions, focusing on bottlenecks to alleviate congestion, incentives to promote off-peak deliveries such as tax credits for shippers and focus on sensible alternatives for intermodal freight.

Mr. Kendrick thanked Mr. Campion for his efforts to promote efficient truck movement in the region and noted the city's efforts to update truck routes through the city.

OTHER BUSINESS: Mr. Lang announced that last week the USDOT announced selections in the TIGER II program. Some 42 capital construction projects and 33 planning projects in 40 states totaling \$584 million were awarded. The USDOT received nearly 1,000 construction grant applications for more than \$19 billion worth of projects.

Capital grants ranged from \$1 million to \$48 million and Planning Grants ranged from \$85 thousand to \$2.8 million.

\$140 million of the \$584 million went to rural communities. Twenty-nine percent went to road projects, 26% for transit improvements, 20% for railway renovations, 16% for ports, 4% for bike and pedestrian programs, and 5% for planning.

[Handouts: Summary of Sustainable Communities Grants]

Mr. Kendrick announced that Mr. Theo Ngongang has accepted the position of Chief of Planning for Baltimore City DOT and will be starting Wednesday, November 3rd.

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

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board