



Baltimore Regional Transportation Board

The Metropolitan Planning Organization for the Baltimore Region

**TECHNICAL COMMITTEE**  
**April 7, 2009**  
**BMC Conference Rooms A & B**  
**9:30 A.M.**

**ATTENDANCE**

**Members**

Carolina Arbelaez – Baltimore County Department of Public Works	410-887-3554
Kimani Choi – Maryland Department of Planning	410-767-8876
Jeff Drinkwater – Baltimore City Department of Transportation	410-396-7665
Kwaku Duah – City of Annapolis Department of Transportation	410-263-7964 x6001
Harvey Gold – Anne Arundel County Planning & Zoning	410-222-7434
Scott Graf – Carroll County Department of Planning	410-386-2145
Vaughn Lewis – State Highway Administration	410-545-5673
Joseph Madison – Maryland Transit Administration	410-767-2948
Theo Ngongang – Maryland Department of Transportation	410-865-1308
Brian Muldoon – Howard County Department of Planning	410-313-4360
Alex Rawls – Harford County Department of Planning	410-879-2000
Jim Wilkinson – Maryland Department of the Environment	410-537-3240

**Staff/Guests**

Regina Aris – Baltimore Metropolitan Council	410-732-9572
Charles Baber – Baltimore Metropolitan Council	410-732-0500 x1056
Robert Berger - Baltimore Metropolitan Council	410-732-0500 x1037
Jamie Bridges - Baltimore Metropolitan Council	410-732-0500 x1053
Dunbar Brooks – Baltimore Metropolitan Council	410-732-9574
Tyson Byrne - Baltimore Metropolitan Council	410-732-0500 x1048
Derek Gunn – State Highway Administration	410-545-5642
Victor Henry - Baltimore Metropolitan Council	410-732-0500 x1034
Vimal Kumar – Baltimore Metropolitan Council	410-732-0500 x1052
Jody McCullough – Baltimore Metropolitan Council	410-732-0500 x1049
Sara Tomlinson - Baltimore Metropolitan Council	410-732-0500 x1035
Stephanie Yanovitz - Baltimore Metropolitan Council	410-732-0500 x1055

The meeting was called to order at 9:35 A.M. by the Chair, Mr. Jeff Drinkwater.

**APPROVAL OF March 3, 2009 TC MINUTES:** Mr. Drinkwater asked for approval of the minutes of the March 3, 2009 Technical Committee meeting. Mr. Scott Graf moved for approval of the minutes with Mr. Kwaku Duah seconding the motion. The minutes were unanimously approved.

**REPORT ON MARCH 24, 2009 MEETING OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD:** Ms. Jody McCullough reported on the activities of the

March 24, 2009 BRTB meeting. Highlights of the meeting included approval of Resolution #09-13 for applications for funding through the Congestion Mitigation and Air Quality Improvement Program. BMC staff provided presentations on the status of the development of the Round 7-B regional socio-economic forecast and the status of the Climate Action Plan Transportation & Land Use working groups. Additionally, Mr. Frank Johnson, Carroll County empowered representative for the BRTB, presented information on the development of the FY 2010 UPWP.

**INFORMATIONAL - RESOLUTION #09-18 APPROVAL OF SECTION 5310 GRANT APPLICATIONS:** Mr. Tyson Byrne briefed the Technical Committee on the status of Resolution #19-18. Mr. Byrne described the schedule released by MTA that includes a deadline for applications as the close of business April 7, 2009. At this point 9 requests for MPO Certificates have been received. One of the applicants, UCP of Central Maryland, had no Local Planning Certificates. TC members were asked to coordinate the current list with their local representative who reviews Local Planning Certificates to determine if there are any outstanding 5310 applicants. Next staff will be reviewing the applications for the six service coordination criteria developed by the Maryland Coordinating Committee on Human Service Transportation for the "Five Year Human Service Transportation Plan." Mr. Ngongang reported that he had received a call from Family and Children's Services and asked that we follow up on it since they are not on the list.

***[Handouts: List of 5310 Planning Certificates Requested To Date]***

**APPROVAL OF RESOLUTION #09-19 FOR TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS:** Mr. Jamie Bridges provided background information with regard to Resolution #09-19. Eight applications totaling almost \$6.75M were submitted from the Baltimore region. All eight TEP applications from the Baltimore region were reviewed and determined to be eligible based on the BRTB-approved evaluation criteria. The evaluation criteria considers if a proposed project would: compliment/enhance existing transportation investment; promote use of alternative transportation modes; has empowered BRTB representative support; enhances the environment and/or provides potential economic benefits. Across the state applicants requested more than \$10 million, while funds available total around \$1.25 million. The State Highway Administration technical evaluation of all applications is complete with its executive review to be conducted next month. Letters of award will follow thereafter. Mr. Drinkwater asked for a motion to approve Resolution #09-19. Mr. Harvey Gold made a motion for approval that was seconded by Mr. Duah. Resolution #09-19 was unanimously approved.

**APPROVAL OF RESOLUTION #09-20 ENDORSING THE FISCAL YEAR 2010 UNIFIED PLANNING WORK PROGRAM AND BUDGET:** Ms. Aris walked TC members through the process for development of the FY 2010 UPWP which was unique due to the need for a multi-year business plan. Subsequent to the joint retreat in January, three members of the TC joined the Budget Subcommittee and created a set of criteria by which to review local jurisdiction requests for Subarea Analysis funding. Upon approval of the draft UPWP by the BRTB, BMC released the document for a 30-day public review with a public meeting scheduled for April 16, 2009. Ms. Aris distributed to the TC an outline of local pass-through activities. Mr. Drinkwater asked for a motion to approve Resolution #09-20. Mr. Duah

made a motion for approval that was seconded by Mr. Theo Ngongang. Resolution #09-20 was unanimously approved.

***[Handouts: Draft FY 2010 Budget Requests of Local Participants, Draft List of FY 2010 Subarea Analysis Activities]***

**APPROVAL OF ADMINISTRATIVE MODIFICATION TO THE 2008-2012 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009:** Ms. McCullough reported that the Maryland Department of Transportation (MDOT) has been awarded Federal Funding through the American Recovery and Reinvestment Act (ARRA) of 2009. MDOT has proposed a modification to the FY 2008-2012 Baltimore Region Transportation Improvement Program (TIP) by making modifications to reflect the change of project schedule and funding source to a range of "Areawide" projects that the State Highway Administration currently have in the TIP. These projects are for environmental, traffic and safety projects, resurfacing projects and bridge projects. These projects are 100% federally funded via ARRA. Under Phase Two of the One Maryland Transportation Recovery Program, \$37.4 million in highway federal formula funded projects are ready for advertising as listed in Attachment 1 that are directed to system preservation and therefore programmatically exempt from conformity analysis, and will not worsen the region's air quality, delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and, that the addition of these projects meet conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93). Mr. Theo Ngongang, MDOT, and Mr. Vaughn Lewis, SHA, provided an overview and supporting comments on this modification. Upon request of a member the jobs estimated per project will be calculated prior to the BRTB meeting. Mr. Drinkwater asked for a motion to approve Resolution #09-21. Mr. Duah made a motion for approval that was seconded by Mr. Alex Rawls. Resolution #09-21 was unanimously approved.

***[Handouts: Resolution #09-21 with Attachment]***

**APPROVAL OF AMENDMENT TO THE 2008-2012 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009:** Ms. McCullough continued the ARRA briefing for several additional projects. An amendment has been proposed to cover a major Bridge Replacement I-695 @ MD 26 in Baltimore Co, for \$30 million highway federal formula funded project as well as \$101.3 million in transit formula funded projects are ready to move forward. These projects are directed to system preservation as well as for capital assistance to local and state transit systems located throughout the Baltimore region and therefore programmatically exempt from conformity analysis, and will not worsen the region's air quality, delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and, that the addition of these projects meet conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93). Mr. Duah indicated that the City of Annapolis is interested in pursuing opportunities for AVL for the Annapolis transit fleet. Mr. Drinkwater asked for a motion to approve Resolution #09-22. Mr. Gold made a motion for approval that was seconded by Mr. Duah. Resolution #09-22 was unanimously approved.

***[Handouts: Resolution #09-22 with Attachment]***

**PRESENTATIONS BY LOCAL/STATE COMMITTEE MEMBERS:** None of the members offered to present.

**PROGRESS REPORT ON FY 2009 UPWP PROJECTS:**

Briefing on BMC participation in MDOT Climate Action Plan Work Groups: Ms. Sara Tomlinson updated the Committee on the activities of the MDOT Work Groups for the Transportation and Land Use (TLU) Measures in the Maryland Climate Action Plan. BMC staff has been participating in meetings of these work groups. Each group has had two meetings to date. Ms. Tomlinson distributed handouts with tables showing TLU draft strategies and goals, then described these strategies and goals

The goal of TLU-2 Land Use/Location Efficiency is to reduce VMT per capita 18 percent by 2020, 30 percent by 2035, and 50 percent by 2050. The goal of TLU-3 Transit is to double the 2006 transit ridership level by 2020 and maintain a 5 percent ridership growth rate beyond 2020. The goal of TLU-8 Bike Pedestrian Infrastructure is to increase the bicycle/pedestrian mode share to 15 percent by 2020. Other TLU work groups that BMC staff participates on include TLU-5 Intercity Travel, TLU-9 Incentives, Pricing, and Resource Measures, and TLU-11 Evaluating GHG Emissions from Major Projects.

After their third meeting, the work groups will provide their progress to date to the Coordinating Committee, which will send a progress report to the Maryland Climate Change Commission. A recommendation of final implementation measures will be due by November 2009 to the Commission and then to the Governor.

In regard to TLU-3, Mr. Duah recommended that the work group look at possibilities for increased off-peak transit service.

Mr. Vaughn Lewis asked what the process is for BRTB and TC feedback to the Work Groups. Ms. Aris responded that staff will first check with MDOT, then they will e-mail out updates on TLU work groups that are of particular interest to the TC. The Committee expressed interest in TLU-2 Land Use/Location Efficiency, TLU-3 Transit, and TLU-9 Incentives, Pricing, and Resource Measures.

Mr. Drinkwater mentioned the need for the planning directors to be updated on TLU-2 activities. Mr. Bridges said that it was mentioned at their last meeting.

***[Handouts: Maryland Climate Action Plan – Transportation and Land Use Groups Attended by BMC Staff]***

Status of a truck movement study at the Dundalk, Seagirt and Fairfield Marine Terminals: Ms. Aris 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.

***[Handouts: Regional Truck Movement Study]***

*Progress with GPS component of the Household Travel Study:* Mr. Vimal Kumar presented an update on analysis of the GPS component of the Household Travel Survey. The analysis includes categorization of GPS data samples by jurisdiction as well as evaluation of GPS data deliverables from GeoStats. Several GPS trip data statistics were presented such as Average Daily Household VMT, Average Trip Travel Time and Average Number of Motorized Trips per Household etc. The analysis also listed GPS trips share by purpose and time of day. Next steps and tasks to be completed in the GPS data analysis were also presented.

Mr. Gold asked how this analysis would be useful in terms of our regional modeling standpoint to which Mr. Charles Baber replied that such analysis will give ideas not only about path selection for different trips made by households in the real world (not available through the regional model) but also about trips that are missing and/or unreported in the trip diaries (CATI component of Household Travel Survey).

Mr. Duah asked how the average trip travel time is calculated from the GPS surveys and whether it includes time during which the vehicle stops at intersections or signals etc. Mr. Baber replied that points where the vehicle makes such stops were clipped out from the database by GeoStats using some criteria in the software. Mr. Kumar added that there is a threshold set where points with speeds less than or equal to 1 mile per hour were not stored after a delay of 120 seconds.

Mr. Kimon Choi asked the reason for considering GPS+ CATI households for data analysis. Mr. Kumar explained that where both GPS and CATI data is available for trips made by such households, that the data will aid in comparison of missing and/or unreported trips for these households.

***[Handouts: GPS Household Travel Survey – Progress Update]***

Status of Round 7-B socio-economic data: Mr. Dunbar Brooks 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. Brooks distributed two charts to the TC. 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. Brooks 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.

***Handouts: 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]***

**OTHER BUSINESS**: Ms. McCullough announced, TIGGER, or Transit Investments for Greenhouse Gas & Energy Reduction Program. The American Recovery and Reinvestment Act of 2009 (ARRA) provided \$100 million to be distributed as discretionary grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of public transportation systems. The TIGGER program if funded at a 100% Federal share and focuses on the total greenhouse gas emission reductions of a project expected over its useful life. Only U.S. transit agencies are eligible to receive TIGGER grants. Projects submitted by U.S. transit agencies that either reduce energy consumption or greenhouse gas emissions through a capital investment will be evaluated.

***[Handouts: Baltimore City's Red Line Reader – April 2009, Draft Conformity Exemption Status for FY 2010 – 2013 TIP projects, and MDOT 2009 Annual Attainment Report on Transportation System Performance]***

There being no other business to discuss, Mr. Drinkwater asked for a motion to adjourn the meeting. Mr. Ngongang moved for adjournment, with Mr. Duah seconding the motion. The meeting adjourned at 11:35 A.M.