

**TECHNICAL COMMITTEE**  
**December 6, 2011**  
**BMC Conference Rooms A & B**  
**9:30 A.M.**

**APPROVED**

**ATTENDANCE**

**Members**

Carolina Arbelaez – Baltimore County Department of Public Works	410-887-3554
Iain Banks – City of Annapolis Department of Transportation	410-263-7964
Ken Choi – Maryland Department of Planning (MDP)	410-767-8876
Tyson Byrne – Maryland Department of Transportation (MDOT)	410-865-1284
Daphne Daly – Carroll County Department of Planning	410-386-2145
James Dooley – State Highway Administration (SHA)	410-545-5672
Charles Grant – Maryland Transit Administration	410-767-3906
Jon Mayer – Anne Arundel County Planning & Zoning	410-222-7440
Brian Muldoon – Howard County Department of Planning	410-313-4363
Alex Rawls – Harford County Department of Planning & Zoning	410-879-2000
Glen Smith – Maryland Transportation Authority (MdTA)	410-537-5665
Jim Wilkinson – Maryland Department of the Environment (MDE)	410-537-3240

**Staff and Guests**

Bala Akundi – Baltimore Metropolitan Council (BMC)	410-732-0500 x1019
Anam Ardeshiri – SHA	410-545-8784
Regina Aris – BMC	410-732-9572
Charles Baber – BMC	410-732-0500 x1056
Dunbar Brooks – BMC	410-732-9574
Derek Gunn – SHA	410-545-5642
Victor Henry – BMC	410-732-0500 x1034
Dami Kehinde – SHA	410-545-5560
Shawn Kimberly – BMC	410-732-0500 x1026
Keith Kucharek – SHA	410-545-8792
Vimal Kumar – BMC	410-732-0500 x1052
Todd Lang – BMC	410-732-9566
Kevin Racine – Citizen	410-939-2838
Ed Stylc – BMC	410-732-0500 x1021
Janie Tiedeman, URS	410-785-7220

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

**APPROVAL OF NOVEMBER 1, 2011 TC MINUTES:** Mr. Rawls asked for approval of the November 1, 2011 Technical Committee minutes. Mr. Tyson Byrne moved for approval of the minutes with Mr. Iain Banks seconding the motion. The minutes were unanimously approved.

**REPORT ON NOVEMBER 14, 2011 BALTIMORE REGIONAL TRANSPORTATION BOARD MEETING:** Mr. Dunbar Brooks reported on the November 14, 2011 BRTB meeting which was attended by the designated members of the BRTB as well as the empowered representatives. He noted the following:

- Four members of the public spoke about their transportation concerns and issues.
- The regional long-range transportation plan, *Plan It 2035*, was approved.
- The Fiscal Year 2012-2015 Transportation Improvement Program (TIP) and associated Conformity Determination were approved.
- Members self-certified that the Baltimore region transportation planning process is being carried out in accordance with applicable federal requirements.
- A resolution to amend the FY 2011-2014 TIP for the Annapolis Road and Waterview Avenue Bridges over the Baltimore-Washington Parkway project was approved.
- A resolution to amend the FY 2011-2014 TIP for a Baltimore Citywide Earmark and Enhancement project was approved.
- A resolution to amend the FY 2011-2014 TIP for the City of Baltimore Key Highway and Light Street Roundabout project was approved.
- A resolution to amend the FY 2011-2014 TIP for the City of Baltimore Frederick Avenue Bridge Rehabilitation project was approved.

**FEDERAL HIGHWAY ADMINISTRATION FY 2012 DISCRETIONARY PROGRAMS:**

Mr. Todd Lang referred the TC members to a memo from the Federal Highway Administration announcing the FY 2012 solicitation for candidate projects for the 12 discretionary grant programs as a result of the passage of the Surface Transportation Extension Act of 2011, Part II. The Baltimore region has been successful in past applications with awards made to the Maryland Transit Administration and the City of Baltimore. The announced discretionary grant program application deadline is January 6<sup>th</sup>. The BRTB is scheduled to discuss regional letters of support at their December 20<sup>th</sup> meeting. At this time, TC members were unaware of local applications in the works. Mr. James Dooley, Maryland State Highway Administration (SHA), stated that his agency is requesting possible project titles and brief descriptions to be forwarded to SHA by December 12<sup>th</sup>. A final application should be submitted to SHA by December 21, 2011 for projects on state facilities.

***[Handout: Memo dated November 9, 2011 from Administrator, FHWA, to Directors of Field Services, Division Administrators & Division Engineers]***

**STATE HIGHWAY ADMINISTRATION / MARYLAND TRANSPORTATION AUTHORITY FREIGHT STUDY:** Mr. Keith Kucharek, SHA, provided a brief introduction to the project which has emerged 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 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 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 numerous 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
- There is not enough existing trucking capacity (drivers and equipment) to accommodate anticipated increases in freight shipping

Safety was the top priority for 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. She added that there are plans to conduct a truck parking study and developing preliminary cost estimates for improvement concepts.

**FREIGHT WITHIN THE BALTIMORE REGION:** Mr. Vimal Kumar presented the analysis of freight movement data for the Baltimore Metropolitan Statistical Area (MSA) using the FHWA Freight Analysis Framework 3 (FAF 3) datasets for 2009 and 2035. The analysis provided estimates for tonnage and value (total and domestic flows), by commodity type and mode within the Baltimore MSA as both the origin and as the destination.

Mr. Kumar described that the purpose of this analysis is to understand current and future freight activity (inbound, outbound, through, within) for the Baltimore MSA or Central Maryland region for all modes and commodities. Maryland's transportation system is fully multi-modal- an interconnected network of highways, railroads, waterways, marine terminals and cargo airports. It connects local population centers and industries to a number of domestic and international markets. In order to enhance statewide and metropolitan economic competitiveness, there is considerable interest at all levels of government to link transportation investment, especially freight transportation investment to economic development. The freight movement analysis therefore in turn will provide us with a big-picture idea about the commodity flows not only for the current year but also corresponding forecasts for future years. Mr. Kumar also mentioned that this analysis, coupled with the application of Maryland Statewide Travel Model (MSTM), will then eventually help us develop an understanding on how these flows translate into freight volumes and truck trips onto our local and regional transportation networks.

While presenting the slides, Mr. Kumar stated that the FAF3 dataset which is a comprehensive freight data and analysis tool developed by USDOT / FHWA was used for the purpose of this analysis. The modes of transport considered for this analysis were: truck, rail, water, air (includes truck-air), multiple modes and mail, pipeline, other and unknown. Two scenarios were considered: 2009 (Current Year), and 2035 (Future Year). Both total flows (including foreign trade) and domestic flows (excluding foreign trade) were studied for the purpose of this analysis. Corresponding mode shares were also analyzed for the two scenarios. The analysis also helped in identifying the top trading partners with Baltimore MSA as well as the top commodities by trade, both by tonnage and value. Some of the major findings from this analysis were as follows:

- Trucks move a large percentage of the tonnage and value of shipments (close to 80-90%).
- Truck freight / traffic is expected to grow throughout the region as well as the state over the next 20-25 years.
- Lighter and valuable goods now make up an increasing proportion of what is moved as compared to bulk goods.
- Neighboring states such as PA, VA, WV, DE, NJ, and NY continue to be the top trading partners both for current and future years with an exception of TX and CA.
- Some of the top commodities in exports category (2009) are: Coal, Coal n.e.c., Waste/Scrap, Non-metal mineral products (by weight); Coal n.e.c., Machinery, Motorized Vehicles (by value)

- Some of the top commodities in imports category (2009) are: Basic chemicals, Other foodstuffs (by weight); Pharmaceuticals, Machinery, Motorized Vehicles, Electronics (by value)
- Some of the top commodities in exports category (2035) are: Coal, Coal n.e.c., Waste/Scrap, Non-metallic minerals (by weight); Machinery, Motorized Vehicles (by value)
- Some of the top commodities in imports category (2035) are: Non-metallic minerals, Other foodstuffs (by weight); Pharmaceuticals, Machinery, Motorized Vehicles, Electronics (by value)

In addition to making freight transportation efficient, safe, reliable and cost-effective, Mr. Jim Wilkinson emphasized that environmental factors should be given a key consideration as well in the overall process of linking freight transportation investment to economic development. He also recommended that further discussions with stakeholders should include members from community associations in these areas. Mr. Byrne inquired whether the impact of increasing or better intermodal connections in future or Panama Canal expansion etc. was considered in the analysis to come up with future year forecasts for commodity flows. Mr. Kumar replied that FAF3 data was strictly used for the purpose of this analysis. Mr. Charles Baber commented, however, that the future trends may also implicitly show up while using Maryland Statewide travel model since it does have a regional truck model component associated with it.

***[Handout: Freight Movement Analysis for Baltimore MSA Region, December 6, 2011]***

#### **PROGRESS REPORT ON UPWP PROJECTS:**

***Update on BRTB CMAQ Application:*** Ms. Regina Aris announced the opening of the solicitation for the FY 2012 CMAQ program. The MDOT gave the BRTB authority to program up to \$800,000 in new projects. The application information is available online with a closing date of February 15, 2012.

***[Handout: Brochure titled Congestion Mitigation and Air Quality Improvement Program Competitive Selection Process]***

***Discussion of UPWP Schedule:*** Ms. Aris referred to the draft schedule for the upcoming FY 2013 UPWP. Based on a recent rescission and the possibility of losing "old" planning funds, member jurisdictions were asked to prepare requests for discussion by the Budget Subcommittee in early January. Templates will be provided if needed.

***[Handout: FY 2013 UPWP --- Schedule (Tentative)]***

#### **OTHER BUSINESS:**

Mr. Rawls asked for a motion to adjourn the meeting. Mr. Banks moved for adjournment, with Ms. Carolina Arbelaez seconding the motion. The meeting concluded at 10:48 A.M.