

**TECHNICAL COMMITTEE**  
**April 3, 2012**  
**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
Tyson Byrne – Maryland Department of Transportation (MDOT)	410-865-1284
Daphne Daly – Carroll County Department of Planning	410-386-2145
Charles Grant – Maryland Transit Administration	410-767-3906
Dami Kehinde – State Highway Administration (SHA)	410-545-5560
Harvey Gold – Anne Arundel County Planning & Zoning	410-222-7440
Valorie LaCour – Baltimore City Department of Transportation	443-984-4092
Brian Muldoon – Howard County Department of Planning	410-313-4363
Alex Rawls – Harford County Department of Planning & Zoning	410-879-2000
Jim Wilkinson – Maryland Department of the Environment (MDE)	410-537-3240

**Staff and Guests**

Regina Aris – Baltimore Metropolitan Council (BMC)	410-732-9572
Charles Baber – BMC	410-732-0500 x1056
Jason Biernat – BMC	410-732-0500 x1048
Terry Freeland – BMC	410-732-0500 x1028
John Gasparine – STV-MTA	410-767-3760
Derek Gunn – SHA	410-545-5642
Victor Henry – BMC	410-732-0500 x1034
Vimal Kumar – BMC	410-732-0500 x1052
Todd Lang – BMC	410-732-9566
Birat Pandey – BMC	410-732-0500 x1050
Sara Tomlinson – BMC	410-732-0500 x1035

The meeting was called to order at 9:33 A.M. by the Chair, Mr. Alex Rawls.

**APPROVAL OF MARCH 6, 2012 TC MINUTES:** Mr. Rawls asked for approval of the March 6, 2012 Technical Committee minutes. Mr. Iain Banks moved for approval of the minutes with Ms. Carolina Arbelaez seconding the motion. The minutes were unanimously approved.

**REPORT ON MARCH 27, 2012 BALTIMORE REGIONAL TRANSPORTATION BOARD MEETING:** Mr. Charles Baber reported on the March 27, 2012 BRTB meeting and noted the following:

- The BRTB approved Resolution #12-18, amending the FY 2012-2015 TIP for a SHA project at I-695: MD 41 to MD 147 for the design of a new ramp reconfiguration on the Inner Loop of I-695 at MD 147.
- There was a review of the public comments on the Draft FY 2013 UPWP where several comments were received.
- Mr. Tad Aburn of the Maryland Department of the Environment made a presentation on the Greenhouse Reduction Act of 2009.
- There was an update from the Baltimore Regional Safety Subcommittee from Commander John McKissick of the Special Operations Bureau of Howard County Police Department.

**RECOMMENDATION FOR APPROVAL OF A RESOLUTION:** Ms. Regina Aris introduced Resolution #12-20, for the FY 2013 UPWP work program and budget and noted that a number of public comments were received that the BRTB deferred for Technical Committee consideration (due to time limitations at their meeting). Ms. Aris reviewed 4 comments from individuals as well as a CAC resolution with draft responses provided to the members for review – these responses were accepted. In addition, comments were directed at subarea requests in Howard County and Baltimore City that Mr. Brian Muldoon and Ms. Valorie LaCour addressed and were also accepted by the TC members. Ms. Aris indicated that letters would be sent to all those commenting and posted online. Mr. Rawls then asked for a motion to approve Resolution #12-20. Ms. Valorie LaCour made a motion for approval that was seconded by Mr. Tyson Byrne. The TC approved the motion; therefore, Resolution #12-20 will be recommended to the BRTB for approval.

***[Handout: UPWP Comments Received from Six Individuals and CAC Resolution #12-5]***

**UPDATE ON THE CENSUS TRANSPORTATION PLANNING PRODUCTS (CTPP):** Ms. Penelope Weinberger, American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) project manager, provided a status on the special tabulation of the American Community Survey (ACS). State DOTs and MPOs have used “pooled” funding to obtain a specialized data product and conducted research, training, and outreach. Training is provided through the AASHTO web site in the form of webinars and interactive modules and a one and half day workshop. The three-year (2006-2008) CTPP dataset, available on the AASHTO web site, contains tabulations for Census Geography (Census Designated Places) with 20,000 or more population. The five year CTPP dataset tabulating ACS survey records from 2006-2010 will be available in approximately a year. Mr. Tyson Byrne expressed concern of the effect of survey records from a five-year period could affect analysis. Ms. Weinberger agreed with the concern. In order to receive more timely data, the ACS surveys 350,000 households a month. Due to the small sample size (10-12%), 5 years of data are combined to obtain datasets at small levels of geography, i.e., Transportation Analysis Zones. The five-year CTPP will tabulate the ACS records using the 2010 Metropolitan Planning Organization’s developed TAZs and TADs. A research effort (NCHRP Project 08-36) has been completed identifying a method to generate synthetic TAZ flow data that protects survey participant’s confidentiality generating a full dataset without suppressed data.

The presentation concluded with a demonstration on how to obtain the 06-08 CTPP data. The CTPP data is stored in three parts – Residence, Workplace, and Flows. Users can select the geography of interest – nation, state, county, or CDP and Part 1 (Residence), 2 (Workplace), and 3 (Flow). The final selection allows users to select the table containing the cross table of the data of interest. Mr. Baber stated that the last regional sponsored CTPP training was with the release of the 1990 Census data. The TC may want to consider sponsoring training in coordination with the release of the five-year CTPP.

***[Handout: Census Transportation Planning Products (CTPP) Program Overview – Penelope Weinberger, Program Manager CTPP, April 3, 2012 - AASHTO]***

**PRESENTATION ON SCENARIO PLANNING FOR THE WASHINGTON REGION:** Ms. Erin Morrow, Transportation Engineer for the Metropolitan Washington Council of Governments (MWCOCG), updated the TC on scenario planning studies completed and in progress within the Washington region. The region is currently conducting scenarios investigating value pricing, bus rapid transit and more concentrated land use for the Metropolitan Washington region. In June 2003, the Washington region held a regional conference on value pricing and as a result the Transportation Planning Board (TPB) (MPO policy board for the Metropolitan Washington region) established a value pricing task force. The TPB task force examined benefits of value pricing and studied a system of regionally variable priced lanes for consideration for inclusion in the facially constrained Long Range Plan. The Intercounty Connector (MD 200) and the HOT lanes on the Virginia portion of I-495 have been included in the region's plan.

The TPB, building upon the value pricing scenario planning, established a Scenario Study Task Force based on the financially constrained long range plan adopted in 2008. The Aspirations Scenario included previous scenario studies such as the Regional Mobility and Accessibility Study and the Value Pricing Study. The task force looked to develop scenarios both fiscally and administratively within reach, while pushing to improve conditions in relation to a 2030 baseline. Scenarios were studied looking at land use shifts, regional variably priced lane network and supportive transit. Several slides were presented on the methodology and assumptions assumed. Results for the full Aspiration Scenario, presented in September 2010, indicated a decrease of 11.9% in vehicle hours of delay and a 3.1% percent increase in vehicle miles of travel. Non-motorized trips increased 16.3%, transit trips increased 13.9% and HOV trips more than doubled. Mr. Derrick Gunn, State Highway Administration, stated that SHA is a supporter of scenario planning exercises and SHA has learned valuable information through the use of scenario planning. He would encourage the TC to engage in a scenario planning exercise.

The TPB is continuing the Aspiration Scenario planning incorporating the region's Version 2.3 Travel Forecasting Model and analyzing the 2040 horizon year. More attention is being focused on benefit cost analysis. The Washington region, through the assistance of a FHWA grant, has convened regional focus groups to gauge the public acceptability of road-use pricing.

***[Handout: Integrating Value Pricing, Bus Rapid Transit, and More Concentrated Land Use in to an “Aspirations Scenario” for the Metropolitan Washington Region – Erin Morrow, Department of Transportation Planning, National Capital Region Transportation Planning Board (TPB), Metropolitan Washington Council of Governments]***

**APPROVAL OF RESOLUTION TO AMEND THE FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM:**

Mr. Charles Grant introduced MTA’s request to add the 2012 Bus and Rail Preventative Maintenance project to the 2012 – 2015 TIP. Mr. Byrne stated that the Executive Committee would review a technical correction to the amount of funding originally listed in the 2012 – 2015 TIP for Section 5307 operating and capital funds. Mr. Byrne explained that the current funding level listed for Section 5307 operating and capital funds is partial and that the actual funding level will be consistent with recent years. Mr. Byrne said this technical correction would take place so that adding the 2012 Bus and Rail Preventative Maintenance project to the 2012 – 2015 TIP will not affect fiscal constraint. Mr. Grant stated that this project was last included within the 2010 – 2013 TIP and that MTA is adding this project to properly display obligated funds for Fiscal Year 2012.

Mr. Harvey Gold stated that he did not object to the amendment but that TIP changes should go through the approved process. Mr. Gold asked if this amendment could wait until May. Mr. John Gasparine stated that MTA had relied on previous TIPs to show the request for funds. However, FTA requested that obligated funds be displayed in the current TIP. He also stated that with the close of the Fiscal Year and a lengthy grant amendment process that this TIP amendment needed to be considered by the BRTB in April rather than May.

Chairman Rawls asked for a motion to approve Resolution #12-23, contingent upon public comment. A motion for approval was made by Ms. Valorie LaCour and seconded by Mr. Brian Muldoon. Resolution #12-23 was unanimously approved.

Mr. Jim Wilkinson stated that TIP changes should follow the approved process and asked why TIP changes were occurring with little time for review. Mr. Muldoon stated that as staff has decreased, the workloads have increased making it more difficult to process project information. Mr. Grant stated that FTA had made last minute changes to standing procedures. Mr. Wilkinson said that projects, especially those with air quality concerns, need more notice to properly review.

**PROGRESS REPORT ON UPWP PROJECTS:**

**Metropolitan Building Activity Report – Year 2011 in Review:**

Due to length of the meeting, this topic was deferred to a future meeting.

***[Handout: Baltimore Metropolitan Building Activity, 2011 – April 3, 2012]***

**BRTB PLANNING INITIATIVES**

**Freight - FROG:**

Transit – GOTRAN:

Mr. Charles Baber updated the TC on BRTB initiatives related to freight and transit. The BRTB has appointed jurisdiction representation to each committee. The Freight committee consists of BRTB jurisdiction representatives from Baltimore City, Carroll and Harford Counties, MDOT and MDE and the transit committee consist of BRTB jurisdiction representatives from Howard, Baltimore, and Anne Arundel counties, City of Annapolis, MDP and MTA. The freight committee has initially convened and is scheduled to meet on April 4, 2011. The transit committee has scheduled their first meeting April 19, 2011.

***[Handout: Freight Regional Oversight Group (FROG), Briefing to the Technical Committee, April 3, 2012]***

BRTB CMAQ:

BMC staff is in the process of reviewing applications and coordinating with the BRTB subcommittee.

FTA 5310 Applications:

Application closing date is April 19, 2012.

**OTHER BUSINESS:**

Mr. Baber referred to the 2010 American Community Survey (ACS) maps and charts in the package distributed at the meeting. The analysis was in follow up to Mr. Rawls question from the previous month's meeting ACS presentation. The thematic maps show the location of the residents living beyond the Baltimore region who reported a primary work location within the Baltimore region for the years 2000, 2005, and 2010. Jurisdiction bar chart graphs show the reported number of workers reported residents either from within the jurisdiction, the Baltimore or Washington region, or a neighboring state.

Mr. Rawls ask for a motion to adjourn the meeting. Mr. Gold moved to adjourn the meeting, with Mr. Byrne seconding the motion. The TC meeting was adjourned at 11:41 A.M.