

PUBLIC ADVISORY COMMITTEE

Wednesday, July 6, 2016

Baltimore Metropolitan Council

5:44 to 7:02 P.M.

MINUTES

The meeting was called to order at 5:44 P.M. by the Vice Chair, Mr. Eric Norton. New member, Ms. Jennifer Perry, was welcomed to the PAC.

1. APPROVAL OF JUNE 2016 MINUTES

The PAC approved the [June 2016 meeting minutes](#).

2. DISCUSSION: 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Darin Hughes led members in a discussion on their comments on the draft [2017-2020 Transportation Improvement Program \(TIP\)](#). Mr. Hughes reported the Policy and Legislation subcommittee met before and outlined some preliminary comments. Mr. Greg Shafer and Mr. Benjamin Gilardi also submitted comments via email. The Public Involvement Subcommittee reported they reviewed public comments submitted on the TIP and provided several comments. Ms. Perry asked why Baltimore City listed Ongoing ADA Improvements in the list of projects to be removed. She emphasized the importance of including projects to improve access for people with disabilities such as installing verbal pedestrian signals, as well as providing Mobility applications in large-print and high-contrast, and non-glare transit signage.

Members split up into small groups to continue discussions and to review various sections of the TIP. Following these discussions, members provided additional comments for the draft resolution. Mr. Hughes agreed to compile all comments in a final draft resolution. Ms. Monica Haines Benkhedda agreed to send out an online survey to collect votes and final comments from all members on the resolution. Members agreed to complete the vote by Friday, July 8 in order to present the resolution to the Technical Committee on July 12. The final version will also be sent to staff and to the BRTB prior to their vote on the TIP on July 26.

During the online vote, PAC members unanimously approved PAC Resolution #2016-08: Comments on 2017-2020 TIP.

[Handout – PAC Resolution #2016-08: Comments on 2017-2020 TIP]

3. SUBCOMMITTEE REPORTS & ACTION ITEMS

Subcommittee reports were discussed in the previous item.

4. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Ms. Regina Aris reported that the BRTB meeting for June was cancelled due to a lack of action items, however the BRTB is scheduled to vote on the following items on July 26: 1) 2016-2019 Transportation Improvement Program (TIP) Amendments for MTA's MARC Rolling Stock Overhauls and Replacement, MARC Improvements, and MARC Facilities and Baltimore City's Inner Harbor Water Taxi Terminal project; 2) Amendment to *Maximize2040* for MD 32; 3) Approval of the FY 2017-2020 TIP; 4) Conformity Determination for the FY 2017-2020 TIP and Amended *Maximize2040*; 5) Self-Certification of the regional planning process; and 7) Applications for Federal Assistance through the Transportation Alternatives Set-Aside Program. In addition, MTA will provide an update on BaltimoreLINK, the BRTB will elect officers for FY 2017, and a briefing on the proposed MPO Coordination and Planning Area Reform. Minutes and a calendar are online at baltometro.org.

5. OTHER BUSINESS

The meeting adjourned at 7:02 P.M.

ATTENDANCE

Members

Terraine Arnold – Arunah Avenue Association
Lindsey Bishop – Resident, Baltimore City
Michael Bishop – Resident, Baltimore City
Michael Davis – Resident, Carroll County
David Fitzpatrick – Resident, Baltimore City
Mark Howard – Resident, Baltimore County
Darin Hughes – Resident, Baltimore City
Ijeoma Ihuoma – Resident, Baltimore City
Angela Jones – Resident, Baltimore County
Paul Kowzan III – Broadway Area Business Association
Dick Ladd – Resident, Anne Arundel County
Mark Lotz – Resident, Harford County
Eric Norton – Central Maryland Transportation Alliance
Jennifer Perry – Columbia Lighthouse for the Blind
Derrick Sexton – Resident, Baltimore City
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

Attended By Phone

Proxy designated by: R. Ossiander

Proxy designated by: B. Gilardi, G. Shafer

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Monica B. Haines Benkhedda – BMC

**A RESOLUTION REGARDING
THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
BY THE PUBLIC ADVISORY COMMITTEE (PAC)
OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)**

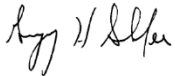
WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has discussed the draft of the 2017-2020 Transportation Improvement Program;

THEREFORE BE IT RESOLVED, the PAC supports these amendments as presented with attached comments.

Submitted by;



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee

PAC COMMENTS TO THE 2017-2020 TIP

General comments

1. On p. 9 of 467, the document refers to “carrying capacity of single-occupancy vehicles.” This seems to refer to the ability of a roadway to carry more cars. However, this term should be more clearly defined.
2. On p. 20 of 467, there are numerous projects that drop off of the current TIP from the previous TIP. It seems that the plans have been developed, but no money is available for construction. It seems that this backlog of projects (i.e. plans on the shelf) should be documented somewhere, so the public knows that this money has been spent and that the asset (completed plans) is currently sitting idle waiting for funding.
3. There are several projects outside Baltimore City that incorporate consideration for shoulder space to be used for bicycle and pedestrian access. The PAC strongly supports projects that enable bicycle access in addition to their primary goals, and would like to see this occur more frequently in conjunction with bridge and roadway rehabilitation projects.
4. The table starting on p. 403 of 467 is not easy to read. It should be reconfigured to show all of the priorities across the top with icons indicating which priority is driving this project. There’s very little diversity in the types of projects.
5. The list of long-range goals suggests that projects are weighed in regards to how well they meet goals. Few projects over the next four years pertain to priorities listed in county priority letters. The PAC would support more weight given to the counties’ priority projects when the BRTB determines regional priorities.
6. There is a lack of detail on generalized projects that span more than a single location. It would be helpful if these project sheets were to reference specific locations when possible, or provide reference to more detailed information.

Anne Arundel County

1. The PAC supports the projects listed within Anne Arundel County.

Baltimore City

The following table presents the percentage of money spent on each long range goal:

Improve System Safety	23%
Improve and Maintain the Existing Infrastructure	42%
Improve Accessibility	14%
Increase Mobility	2%
Conserve and Enhance the Environment	12%
Improve System Security	2%
Promote Prosperity and Economic Opportunity	2%
Foster Participation and Cooperative Among Stakeholders	0%
Promote Informed Decision Making	1%

BRTB PAC Resolution #2016-08

1. The goal-to-project associations may not be accurate. In some cases these associations appear subjective and often the goals outlined in Appendix B do not match the goals noted on the project sheets.
2. Much of Baltimore City has below average household income. The best way to improve the economic conditions of a community is to provide for mobility and have a commute to work of fewer than 45 minutes. It appears that only 2% of the funding in Baltimore City is targeted toward improving mobility. This does not appear sufficient.
3. For the City Road Resurfacing project, is there a list that prioritizes roadways, and a map or list of roads projected to be resurfaced through 2020?
4. On p. 20 of 467, the Citywide ADA Improvements project funding has been defunded. There is still a lack of many ADA resources within the city, to include: accessible pedestrian signals, tactile warning surfaces within crosswalks, large print/high contrast maps and schedules, 508-compliant computer programs, orientation/training for MTA trip planning, high contrast lighting at metro stops, transfer location shelters, and effective audible announcements on MARC trains. Will ADA funding be absorbed within the costs of each project, or is there a plan to re-implement this source in the near-future as another standalone project?
5. On p. 149 of 467, we support the DoT's project Transportation Career Development Innovation Program as a very valuable initiative. We would like to see associated initiatives toward incorporating females within career development initiatives as an underrepresented population within many sectors of transportation.
6. The Citywide Bicycle and Pedestrian Improvements do not appear to include provision of bicycle racks for users of the bicycle networks described. What projects are in place to integrate bike racks with this project?

Baltimore County

1. The PAC recognizes the importance of maintaining and replacing so many bridges within the county. There seems to be a high number of bridge projects, however, that do not serve high volumes of traffic or significantly add to the economy of the region. Several bridge projects involving CSX rail more clearly enhance economy, but we are concerned that bridges previously owned by CSX must be turned over to Baltimore County in order to facilitate maintenance. It is disconcerting that the necessary structures to pass CSX rail do not appear to require CSX to contribute to the funding of these projects.
2. Many of the other bridges are located in communities with Environmental Justice concerns due to higher volumes of at-risk populations. We are concerned that these projects may not be staggered adequately to minimize construction related impacts to the transportation needs of these communities.
3. The PAC would like to see more accessibility-related projects within the county.

Carroll County

1. The PAC supports all bridge rehabilitation projects in Carroll County, as well as the Rt 32 Study and Rt 30 enhancements.

Harford County

1. There is a lack of projected work for the Aberdeen MARC stations. We would like to see more TOD around the MARC station, since it is a high priority in the 2015 Harford County Priority Letter.

BRTB PAC Resolution #2016-08

Howard County

1. There are only three projects in Howard County that facilitate alternatives to the single occupancy vehicle. This is one reason that the ridership on transit is not growing. These factors are now being tracked, but evidence of movement toward these changing priorities within Howard County is limited.
2. There is only \$2.1 M in Federal aid for Howard County projects, representing a much smaller percentage than that of other counties. This doesn't seem appropriate.

MTA

1. We strongly support projects for local bus maintenance facilities as a positive way of enhancing Maryland's and Baltimore City's job market. What other efforts are being made to promote Maryland-derived material, maintenance, and labor in the execution of these projects?

Office of the Secretary

1. Projects like the Susquehanna Bridges and the Baltimore and Potomac tunnels are critical regional projects that have major implications for the Northeast Corridor. The PAC strongly supports these projects, as well as the TIGER project improving the Port of Baltimore, all of which contribute significantly to the region's economy.