

PUBLIC ADVISORY COMMITTEE

Wednesday, December 7, 2016
Baltimore Metropolitan Council
5:40 to 7:33 P.M.

MINUTES

The meeting was called to order at 5:40 P.M. by PAC Chair, Mr. Greg Shafer.

1. APPROVAL OF MINUTES

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

2. PRESENTATION: PARTNERS IN CARE

Ms. Barbara Huston of Partners in Care provided an overview of Partners in Care and the transportation needs of the constituents they serve in Anne Arundel County. The Partners in Care mission is to provide a network of care to help older adults stay in their own homes and stay engaged in the community around them. Partners in Care offers a range of programs that support the independence of older adults through an exchange model that utilizes the time and talents of its members, leadership, and staff. Services include: transportation, home repair, and member care.

Ms. Huston spoke of the importance of transportation access for older community members. Specifically, how a loss of transportation can lead to a loss of regular social contacts, diminished self-worth, depression and increased health problems, and ultimately higher mortality rates. The goal of Partners in Care Mobility program is to help seniors stay on the road safely for as long as possible. They understand that this transition is not always easy and so staff often will work with members during this transition, linking them to AARP Safe Driving courses, the AAA/AARP Car Fit program, or simply talking with the member about the transition.

Partners in Care Transportation services are provided through Ride Partners Volunteer Drivers and the PIC-Up Mobility Bus. These programs provide much needed access to medical care, as well as participation in community life. The Ride Partners program features over 380 drivers who have driven 193,953 miles and provided 11,969 trips using this neighbors helping neighbors model.

Ms. Huston highlighted other services Partners in Care offers and shared a number of stories, statistics, and information about the impact the organization has made, including providing over \$1 million worth of services for the community. More information is online at partnersincare.org.

[Presentation and Handouts: [Partners In Care](#)]

3. ELECTION OF 2017 PAC OFFICERS

Elections for the 2017 PAC Chair and Vice-Chairs were held. Additional nominations for 2016 were accepted via ballot. Mr. Eric Norton is the 2017 PAC chair, with Ms. Angela Jones and Mr. Kevin Engler serving as 2017 PAC Vice Chairs.

4. SUBCOMMITTEE REPORTS & ACTION ITEMS

Subcommittee Chairs presented the following subcommittee reports and action items:

- **Membership** – Mr. Shafer thanked members who are completing a 3-year term of service for all of their hard work over the years. He noted that four members (Terraine Arnold, Kevin Engler, Ben Gilardi, and Beth Wiseman) have requested another 3-year term and Mr. David Fitzpatrick is completing his 3-year term of service.

Mr. Shafer reported that the Membership subcommittee reviewed all of the applications on file for new member openings. There were more applications than openings on the committee. The Membership subcommittee recommended, and the PAC voted to recommend approval, of the following new members:

- William Cowan – South Baltimore Neighborhood Association
- Tiffany Davis – Resident, Baltimore City
- Janet Eveland – Resident, Baltimore City
- Benjamin Groff – Resident, Baltimore City
- Yvette Hicks – Resident, Baltimore County
- Charles Lawrence – Resident, Baltimore County
- Zack Vacovsky – Resident, Baltimore City
- Paul Verchinski – Resident, Howard County Citizens Association (HCCA)
- Jedediah Weeks – Bikemore
- Jennifer L. Weeks – Resident – Baltimore County

In addition, they recommend approval of Ms. Celeste Chavis – Morgan State University for mid-2017, as her Spring teaching schedule is already set and conflicts with the PAC meetings. Mr. Shafer reported that the remaining applications were well received and recommend that they be kept on file for future openings.

The BRTB will review the PAC's slate of recommendations and staff will contact all applicants.

- **Public Involvement** – Ms. Beth Wiseman reported that the committee continued to look through comments submitted by the public for the 2016 certification of the MPO process. From this, the committee recommends the BRTB consider:
 - Working with local colleges/universities to hire some interns or recruit volunteers to assist with outreach;

- Adding more PAC members to increase reach and involvement of the public in standing committees of the BRTB;
- Organizing a BRTB-sponsored regional transportation-related day to increase awareness of the BRTB, its work, or ways people can be involved;
- Distributing the PAC's tri-fold version of the Public's Guide to Transportation Decision-Making to new PAC members and area organizations; and
- Forming coalitions with other organizations/groups such as chambers of commerce in order to increase reach and greater public involvement in regional planning.

In addition, the subcommittee learned that the BRTB and Technical Committee retreat is on December 21 to discuss ideas for the 2018-2010 Budget and Work Plan. The subcommittee and PAC members expressed frustration that this information was shared the night of the PAC meeting. Members felt that this did not offer them any time to thoughtfully come up with ideas for future work products, plans, and budget items. Members asked that a member of the PAC (and other subcommittees) be invited to participate in future BRTB retreats to learn more and/or share ideas for future work plans and budgets.

Ms. Tafadzwa Gwitira asked what the goal of forming external coalitions would be, as it is essential when forming coalitions that specific actionable steps be outlined that convey what participants will gain as a result of their involvement. She expressed concern over ongoing comments by the PAC members – who are some of the most active and engaged members of the public in the BRTB's process – that express a sense of powerlessness and that the public's voice is not being heard. She suggested that before forming outside coalitions, members need to take some time to seriously think and talk about these matters and identify ways in which things could be done differently.

Ms. Haines Benkhedda and Mr. Terry Freeland agreed to relay this information to the BRTB and the BMC Transportation Planning Directors. In addition, they informed the members that BMC staff will present more information about the Annual Budget and Work Plan in early 2017 to allow for early PAC input into the plan. In addition, a 30-day comment period will be held, allowing for additional comment on the budget and work program.

- **Policy and Legislation Subcommittee** –Mr. Darin Hughes reported that the PAC met at 4:30 p.m. to review the 2017-2020 Transportation Improvement Program (TIP) amendments for: Masonville Cove Multimodal Transportation Feasibility study, MD 32: Linden Church Road to I-70 Capacity and Safety Improvements project, and MD 175: National Business Parkway to McCarron Court Roadway widening project. PAC members had a number of questions regarding the MD 32 project. After much discussion, Mr. Hughes put forth PAC Resolution #2016-11 in support of Masonville Cove Multimodal Transportation Feasibility study and the MD 175: National Business Parkway to McCarron Court Roadway widening project. The PAC approved this resolution.

The Policy subcommittee agreed to review any additional information received from the project manager on the MD 32 project and bring any recommendations, comments, or resolutions to the PAC at its January 2017 meeting.

[Handout: PAC Resolution #2016-11 – Masonville Cove Multimodal Transportation Feasibility study and the MD 175: National Business Parkway to McCarron Court Roadway widening project]

5. PRESENTATION: UPCOMING PLANNING ACTIVITIES

Mr. Freeland discussed two handouts related to development of the next Regional Long-Range Transportation Plan: A draft timeline of major milestones and a draft list of regional goals and strategies for the next plan. The timeline for development of the next plan will be somewhat compressed compared to the timeline followed for *Maximize2040: A Performance-Based Transportation Plan*. This will allow for the approval of the next regional plan can happen at the same time (July 2019) as approval of the TIP, so as to eliminate the need for more than one air quality conformity determination. The draft list of goals and strategies includes current goals and strategies from *Mazimize2040*, as well as several new draft strategies proposed to be added as part of developing the next plan. These new strategies, recommended by BMC staff, are intended to address (1) the new tourism-related planning factor added by the FAST Act and (2) trends in emerging technologies (e.g., autonomous and connected vehicles) and alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.).

Members were asked to review the draft timeline, current goals/strategies, and the recommended additional strategies. Suggested changes may be compiled by the PAC or sent to Mr. Freeland.

[Handouts: Draft timeline of major milestones in the development of the next plan; Draft list of regional goals and strategies for the next plan]

6. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Mr. Freeland reported that the November 22nd BRTB meeting featured approval of Resolution #17-11 in support of a 2017–2020 TIP amendment for the Edison Highway Bridge over Amtrak project and presentations on [Alternative Fuel Corridors & Maryland’s Electric Vehicle Initiative](#) and [I-95 Access Improvements](#). Minutes and a list of recent and upcoming BRTB meetings are online at baltometro.org.

7. OTHER BUSINESS

The following announcements were made:

- [B & P Tunnel Project](#) – The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), Amtrak and the Baltimore City Department of Transportation, released the B&P Tunnel Final Environmental Impact Statement (FEIS) on November 25, 2016. The federally-funded engineering and environmental study identifies the Preferred Alternative for a new tunnel alignment that would replace the existing B&P Tunnel. Community Information Meetings were scheduled for December 8 and 10.
- [Open Houses on SCMAGLEV project](#) – The FRA and MDOT are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system proposed by the private company, Baltimore Washington Rapid Rail (BWRR), between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Airport. The FRA and MDOT will hold a series of Open Houses on the SCMAGLEV project from December 10 to 15, with comments welcome through January 9, 2017.

Mr. Shafer and Ms. Haines Benkhedda thanked all of the PAC members for their hard work in 2016 and wished everyone a happy new year.

The meeting adjourned at 7:33 P.M.

ATTENDANCE

Members

Terraine Arnold – Arunah Avenue Association
Lindsey Bishop – Resident, Baltimore City
Michael Bishop – Resident, Baltimore City
Christopher Boardman – Resident, Harford County
Michael Davis – Resident, Carroll County
Kevin Engler – Partners In Care
David Fitzpatrick – Resident, Baltimore City
Benjamin Gilardi – Resident, Baltimore City
Tafadzwa Gwitira – Resident, Baltimore County
Mark Howard – Resident, Baltimore County
Darin Hughes – 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
Rita Ossiander – Resident, Baltimore County
Derrick Sexton – Resident, Baltimore City
Greg Shafer – Resident, Howard County
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

Attended By Phone

Staff and Guests

Will Cowan – Resident, Baltimore City
Tiffany Davis – Resident, Baltimore City
Jan Eveland – Resident, Baltimore City; Greater Baybrook Alliance
Terry Freeland – Baltimore Metropolitan Council (BMC)
Ben Groff – Resident, Baltimore City
Monica B. Haines Benkhedda – BMC
Barbara Huston – Partners in Care

**A RESOLUTION REGARDING
AN AMENDMENT TO THE
BALTIMORE REGION FY 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

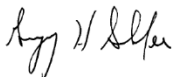
WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (B RTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (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 reviewed and discussed the following amendments to the 2017-2020 Transportation Improvement Program (TIP);

- Masonville Cove Multimodal Transportation Feasibility study (TIP ID # 32-1701-03); and
- MD 175: National Business Parkway to McCarron Court Roadway widening project (TIP ID # 61-1701-41)

THEREFORE, BE IT RESOLVED, the PAC strongly supports these amendments as presented.

Submitted by:



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee

2019 LRTP – Milestones

(Version 1 – December 6, 2016)

Dec 2016 to Jan 2017 – Title and Brand

- *Maximize2045: A Performance-Based Plan*. Shows continuity relative to federal performance-based focus; similar purpose and approach.
- BRTB buy-in

Jan to March 2017 – Goals and Strategies

- Current goals and strategies cover requirements, policies, and aspirations, with a few additions:
 - New FAST Act planning factor: tourism
 - Address new vehicle technologies / ride sharing
- TC review – anything else?
- How best to engage the public
- BRTB approval

Feb to July 2017 – Performance Measures and Targets

- Coordination with state
- Advisory group input
- TC review
- How best to engage the public
- BRTB approval

Sept 2017 to Jan 2018 – Financial Forecast

- Coordination with state
- TC review
- BRTB approval

Feb to July 2018 – Population and Employment Forecasts

- Coordination with Cooperative Forecasting Group
- TC review
- BRTB approval

Jan to Oct 2018 – Major Programs and Projects: Asset Management Programs, Major Rehab, Expansion

- Public project ideas?
- Project submittals from jurisdictions and modal agencies
- BMC staff scoring
- TC review
- BRTB approval

Nov to Dec 2018 – Modeling / Testing of Preferred Alternative

- Coordination with ICG on air quality conformity modeling
- Travel demand modeling
- Environmental Justice analysis and mapping
- Coordination with resource agencies on effects relative to natural / cultural resources

Jan to May 2019 – Draft Plan

- BMC staff preparation
- Public review and comment
- BRTB response to comments

June to July 2019 – Final Plan

- BMC staff preparation
- BRTB response to comments
- Federal acceptance and approval

List of goals and strategies from *Maximize2040*. Suggested new strategies shown in red.

GOAL: Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

- A. Adopt relevant state and local plans that seek to reduce transportation-related injuries and fatalities.
- B. Improve traveler safety in all modes through traffic and transit system management and operations techniques.
- C. Invest in cost-effective safety improvements to eliminate hazardous or substandard conditions in high crash locations and corridors (all modes).
- D. Improve the ability of transportation and emergency service agencies to respond in a timely manner to emergency incidents.
- E. Improve conditions to enable pedestrians and bicyclists to travel more safely on a day-to-day basis, including safe interactions with users of other modes and safe access to transit stations and stops.
- F. Support research into better understanding the causes of bicycle and pedestrian crashes and injuries to promote more effective countermeasures.
- G. Educate all travelers of all modes on safe travel techniques that are mode- and age-appropriate.

GOAL: Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

- A. Continue to improve the condition of roadway systems (pavement, bridges, tunnels).
- B. Replace aging traffic signals and Intelligent Transportation System elements on a timely, systematic basis.
- C. Maintain and replace aging transit vehicles on a timely, systematic basis.
- D. Research and invest in cost-effective measures that will reduce emissions and life-cycle costs of transit rolling stock and infrastructure elements.
- E. Continue to improve the condition of existing transit infrastructure and stations/stops.
- F. Increase emphasis on improving the condition of existing pedestrian and bicycle facilities.
- G. Encourage local jurisdictions to develop comprehensive asset management programs to monitor the conditions of transportation assets and repair/replace those assets on a timely, systematic, cost-effective basis.

GOAL: Improve Accessibility – Help people of all ages and abilities to reach specific destinations.

- A. Increase transportation alternatives for all segments of the population, including the disabled, the elderly, minority and low-income populations, and transit-dependent individuals.
- B. Continue to improve conditions for pedestrians and transit riders to meet or exceed Americans with Disabilities Act requirements.
- C. Leverage transportation funds in coordination with other funds to provide affordable options for accessing necessities or amenities (e.g., jobs, health care, child care, education).
- D. Consider affordable housing and workforce/economic development planning when determining long-range priorities.
- E. Continue to invest in pedestrian and bicycle facilities and programs, especially those that link to activity centers and public transit.
- F. Integrate strategies identified through the Coordinated Public Transit – Human Services Transportation Plan into regional planning and decision making.
- G. Improve system connectivity and continuity among all modes and across inter-jurisdictional and inter-regional boundaries, including coordination of transit planning and investment and consideration of a regional transit fare system.
- H. Encourage the private sector to provide appropriate access on commercial properties for bicyclists, pedestrians, and transit users.
- I. Support operating policies that enable year-round, obstacle-free access to pedestrian, bicycle, and transit facilities.

GOAL: Increase Mobility – Help people and freight to move reliably and efficiently.

- A. Continue to refine and implement a Congestion Management Process (CMP), incorporating the regional Intelligent Transportation System architecture and transportation systems management and operations strategies.
- B. Prepare congestion mitigation plans, including the consideration of congestion pricing, for corridors and locations experiencing recurring high congestion levels.
- C. Balance capacity in the highway, transit, and freight rail systems and pedestrian and bicycle networks, including the consideration of expanded transit service coverage and hours of operation.
- D. Increase mobility, including traffic and transit incident response and recovery, through traffic and transit system management and operations techniques.
- E. Improve transportation system reliability by developing better methods of reporting delays and incidents among modal agencies and through broad-based public information distribution for interstate highways, surface streets, and the transit network.
- F. Develop and support a regional, long-distance bikeway network, including consistent guide signage.

GOAL: Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible.

- A. Ensure that the region conforms to the applicable state air quality plan by developing programs to reduce congestion (e.g., provide alternatives to the use of single-occupant passenger vehicles through Travel Demand Management (TDM) techniques), reduce growth in mobile source emissions, and encourage emission reduction technologies.
- B. Invest in transportation programs and projects, including best management practices, that reduce surface runoff and protect water resources.
- C. Promote efficient use of energy resources by supporting fuel-efficient best management practices and alternative fuel use, including consideration of programs to provide incentives for the use of zero-emission vehicles.
- D. Invest in transportation programs and projects that reduce greenhouse gas emissions in accordance with state and local plans and initiatives regarding sustainability and climate change (e.g., Maryland's Greenhouse Gas Reduction Plan).
- E. Preserve and protect natural and cultural resources.
- F. Enhance the quality of human health by providing multimodal transportation infrastructure and services that promote active living and physical activity and minimize transportation-related emissions.

GOAL: Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and man-made disasters.

- A. Provide for the personal security of transit riders through the use of closed-circuit TV and other security-related features.
- B. Continue to refine a regional emergency coordination and response plan to address large-scale, inter-jurisdictional emergency events, including evacuation routes and procedures.
- C. Improve the capabilities of jurisdictions to respond to and recover from emergencies, including security threats and natural disasters, through the use of traffic and transit system management and operations techniques.
- D. Identify policies and procedures for communication, resource sharing, and cooperative response to emergencies among transportation and non-transportation response agencies.
- E. Leverage transportation and security funds to implement regional priorities.
- F. Increase redundancy in the overall system.
- G. Plan for the potential transportation-related implications of climate change (e.g., rising sea level, storm surge).
- H. Encourage equitable sharing among all modes of the benefits and burdens of security and safety initiatives.

GOAL: Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

- A. Incorporate as appropriate into the region’s transportation programs and projects the six livability principles developed jointly by the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency.
- B. Emphasize the coordination of land use decisions, transportation planning, housing availability, and employment opportunities, including consideration of the connections between land use decisions and the costs of transportation.
- C. Coordinate transportation investments with state and local plans regarding growth and development (e.g., PlanMaryland).
- D. Concentrate transportation investments within local- and state-designated growth areas to encourage prosperity in and revitalization of existing communities.
- E. Improve transportation infrastructure (all modes) that improves access to existing communities and regional generators of economic activity (e.g., activity centers and freight corridors), including the consideration of expanded transit service coverage and hours of operation.
- F. Coordinate with communities to provide context-sensitive infrastructure and facilities that integrate with community assets, needs, and preferences.
- G. Promote development around existing transit stations.
- H. **Invest in new and improved transportation assets and facilities that promote tourism and the movement of tourists within and through the region. This includes improving roadway, transit, pedestrian, and bicycle access to regional and local tourist attractions as well as improving information systems (e.g., signage, bus service information, smartphone applications) that visitors can use to reach destinations easily and safely.**

GOAL: Foster Participation and Cooperation among All Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.

- A. Coordinate transportation planning and programs across all modes, across inter-jurisdictional and inter-regional boundaries, and among all stakeholders as appropriate and feasible to provide affordable, reliable, safe, and secure transportation alternatives.
- B. Through traditional means and through social media options, engage with and encourage input early and often from all groups with a stake in the performance of the region’s transportation system.
- C. To the greatest extent possible, hold public outreach events at accessible venues within affected communities.
- D. Promote environmental justice through programs and policies to ensure that the benefits and burdens of transportation projects are shared equitably.
- E. Engage with businesses, developers, and communities to identify and build support for new approaches and public/private partnerships for funding improvements to the transportation system (all modes).
- F. Leverage federal transportation funds to the greatest extent possible by encouraging matching contributions from entities that stand to benefit from transportation projects and programs—private organizations and companies as well as local jurisdictions.
- G. To the greatest extent possible, work with planners and engineers in all jurisdictions to develop common policies and design strategies, including Complete Streets policies and design templates, for transportation facilities.

GOAL: Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

- A. Analyze, compare, and share data on system conditions, system performance, and the effects of transportation investments relative to established performance measures and targets for use in transportation planning and decision making.
- B. Develop regional assessments of demographic, travel, land use, environmental, fiscal, and technology trends for use in all plans, programs, and projects.
- C. Increase the public's and elected officials' understanding of the trade-offs involved in transportation alternatives.
- D. Continue to plan for and consider the effects of emerging technologies and increasing vehicle/infrastructure connectivity when moving projects through the project development process. For example, consider the long-term effects of, and infrastructure needs related to, autonomous vehicle use on traveler safety, roadway congestion, and land use when planning for new and improved transportation facilities. Make project scopes more flexible as needed to accommodate the potential effects of such emerging technologies.**
- E. Continue to plan for and consider the effects of alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.) on traveler safety and security, roadway congestion, and land use.**
- F. Continue to improve information systems (e.g., signage, bus service information, smartphone applications) that all travelers can use to reach destinations easily and safely.**