

PUBLIC ADVISORY COMMITTEE

Wednesday, October 4, 2017
Baltimore Metropolitan Council
5:38 to 6:54 P.M.

MINUTES

Mr. Eric Norton called the meeting to order at 5:38 p.m.

1. PRESENTATION: MAXIMIZE2045 PERFORMANCE MEASURES

Mr. Terry Freeland presented information on where the region has been, where it is now, and what remains to be done with respect to performance measures. This included, for context, an overview of the performance measures included in the 2015 plan. Mr. Freeland also presented an overview of the final performance measures that have now been identified with the publication of final regulations. These measures must be included in a system performance report in the 2019 plan and, eventually, incorporated into the Transportation Improvement Program (TIP). Also, the BRTB will need to decide if it wishes to keep the three accessibility-related performance measures adopted for the 2015 plan that are not required by federal law.

Part of the performance-based approach is the setting of targets for each of the required performance measures. As the designated MPO for the region, the BRTB will need either to adopt the targets set by MDOT or develop its own set of regional targets.

The BRTB has met the requirement to set targets for transit asset management (TAM). In June 2017, the BRTB approved Resolution 17-27, adopting TAM targets. Mr. Freeland presented due dates for target setting for all of the remaining performance measures: highway safety, pavement and bridge condition, and highway system performance (including general travel time reliability, truck travel time reliability, and traffic congestion). The performance measure related to reductions in CO2 emissions, which had been on hold, was released in a final rule on September 28, 2017. Also, as of this point, the due dates for transit system safety targets are unknown since the final rule has not been published.

The first of the known due dates for BRTB action is February 27, 2018 for highway safety targets. MDOT and SHA presented information on the state's highway safety measures at the Technical Committee meeting on October 3, 2017. SHA met the August 31, 2017 due date for submitting its Highway Safety Improvement Plan to FHWA. This plan included SHA's safety targets for the state. However, SHA is not ready to share its highway safety targets with the BRTB since FHWA has not yet approved SHA's Highway Safety Improvement Plan. BMC expects that MDOT will present information to the committee over the next several months as state targets for other performance measures are set.

Discussion followed about the role the PAC might play in helping the BRTB to set performance targets. Mr. Norton mentioned the importance of performance measures as a means to measure impact of transportation on improving the quality of life in the region (ex: increasing access to jobs; improved air quality, etc.). Ms. Jennifer Weeks also recommended (via email) the following:

- go beyond the requirements in FHWA regulation and direction provided by the State and seek to define measures that correspond with the Constrained Long Range Plan.
- abandon LOS and V/C over VMT tracking (with a goal to reduce VMT - ideally), person trips, travel time, reliability measures such as on time performance and person hours of delay,
- develop measures that track the access that goods and people have to services, jobs, markets and destinations - hence focusing on the role that transportation plays in supporting the greater economy and quality of life.
- ensure critical measures such as safety and security, life cycle costs, fiscal sustainability, and green house gas reduction measures are included.

Mr. Norton reported the PAC will continue to review and discuss performance measures, possibly forming an ad hoc group to address this topic.

[Presentation: [Maximize2045 Performance Measures and Targets](#)]

2. DISCUSSION: \$9 BILLION HIGHWAY PROJECT

PAC members discussed a recent [\\$9 billion proposal by MD Gov. Larry Hogan](#) to add express toll lanes to the routes of three of Maryland's most congested highways — the Interstate 495 Capital Beltway, the I-270 spur connecting Frederick to D.C., and the Baltimore-Washington Parkway between the two cities/Discussion topics and questions included:

- Have these projects been in any other transportation plans?
- Can the governor propose projects if they have not been in other transportation plans or priority letters? Members raised concerns about the public involvement process of adding or removing projects.
- If funding moves forward for these projects, would the BRTB be involved in funding decisions, air quality analysis, or other planning and analysis?
- One member recommends urging the BRTB to recognize and confront the State on the inequity in jurisdictional spending. Most of the transit and highway money - "big ticket" projects and spending - seem to be serving the Washington, DC region. Another member noted that if MDOT directs funding to these projects, it would take away from other projects in the region. This is especially challenging since MDOT is reporting increased funding for operations and less funds from fuel tax.
- One member stated that [induced demand is a documented impact](#) and that unless strict land use controls are put in place, the extra capacity will have a temporary benefit to the flow of

traffic. That is, the State (or the private partner) could very well be in the midst of paying for the projects when the highways become seriously congested again.

- Recommend using a modeling analysis to integrate the potential impacts of induced demand as well as the price elasticity effect on using the toll lanes. Consider using scenario planning to test the potential effects of different prices, land use development and transportation network scenarios (including more transit service with and without highway capacity enhancements) in their modeling as a strategy for enabling growth to occur in a sustainable manner.

3. SUBCOMMITTEE UPDATES & CURRENT ACTION ITEMS

- **Public Involvement** – Mr. Eric Norton reported that the Subcommittee met before the meeting to continue development of an event plan for a PAC sponsored Leadership Academy. The PAC would utilize the model outlined in the [USDOT Everyplace Counts Leadership Academy](#), which several PAC members attended during 2016.

Members recommended an event date of Saturday, May 5 (with backup dates of April 28 or May 12) at Baltimore Impact Hub (with backup locations of Baltimore City Community College Liberty Heights Campus and UMD BioPark). Members also discussed potential speakers and invitees. Subcommittee members will continue to update the event plan online and begin seeking sponsors and event partners.

Mr. Norton noted that the PAC will create an ad hoc committee to continue developing the [event plan](#), as the Public Involvement subcommittee has other activities to focus on throughout the year, including a review of the Public Participation Plan. Members interested in helping to plan the Leadership Academy should notify Mr. Norton or Ms. Haines Benkhedda.

- **Policy and Legislation** – Mr. Mark Lotz reported the group met to finalize comments on the Boston Street Multimodal Corridor Study, which the Baltimore City Department of Transportation released for comment in September. Mr. Lotz reported that subcommittee members had concerns that the study does not offer a range of multi-modal solutions essential to this busy regional corridor.

Though the BRTB did not publish the study, the subcommittee felt it important to comment since the study came about following the cancellation of the Baltimore Red Line and was funded through the BRTB's Unified Planning Work Program.

Mr. Lotz presented PAC Resolution #2017-05 with comments on the Boston Street Multimodal Corridor Study. The PAC approved this resolution.

[Handout: PAC Resolution #2017-05 on Boston Street Multimodal Corridor Study]

- **Equity** – Mr. Norton reported that the committee met several times during the month to continue developing a draft policy statement on equity to guide BRTB plans and programs. The group hopes to finalize the statement with the PAC this fall. Ms. Haines Benkhedda distributed to all members via email. Mr. Norton asked members to read and provide comments on the draft.

Ms. Taffy Gwitira suggested it might be helpful for PAC members to review materials on equity, if not familiar, and the following resources may be of use to members:

- storify.com/rjresourceguide
 - www.racialequitytools.org/home
 - policylink.org/equity-tools
- **Membership** – Mr. Norton reported that a number of members (C. Boardman, C. Costello – Transportation Association of MD, A. Jones, M. Lotz, and E. Norton – Central Maryland Transportation Alliance) have terms ending in December and should notify Ms. Haines Benkhedda by November 1 if they'd like to request an additional 3-year term of service. He also reminded members that a call for nominations for 2018 PAC Chairs is set for the November meeting, with elections at the December meeting.

4. APPROVAL OF MINUTES

The PAC approved the [September 2017](#) meeting minutes.

5. OTHER BUSINESS

Staff made the following announcements:

- BRTB Meetings – The September 26 BRTB meeting featured approval of [proposals for funding under the Transportation Alternatives program](#), as well as approval of the proposed TIP amendment.

In addition, Mr. Clive Graham provided an overview of the [Central Maryland Transit Development Plan](#) (TDP). For this update Howard and Anne Arundel counties joined forces due to the formation of the Central Maryland Transit Agency. Ms. Haines Benkhedda encouraged members to view the presentation online as there are many topics such as access to jobs and transportation for people with disabilities, as well as proposed service changes, that may be of interest to PAC members. Minutes and a list of upcoming events are online at baltometro.org.

- The next [What's on Tap regional forum](#) is scheduled for Thursday, October 26 at BMC and features Ford Motor Company's City Solutions. Following the presentation, a panel featuring Baltimore City Department of Transportation's Director Michelle Pourciau and Howard County's Office of Transportation's Administrator, Clive Graham will discuss their thoughts and reactions to how Ford's vision fits into our region.

The meeting adjourned at 6:54 P.M.

ATTENDANCE

Members

Terraine Arnold-Duberry – Arunah Avenue Association
Celeste Chavis – Morgan State University
Chris Costello – Transportation Association of Maryland
William Cowan – South Baltimore Neighborhood Association

Michael Davis – Resident, Carroll County
Janet Eveland – Resident, Baltimore City
Benjamin Gilardi – Resident, Baltimore City
Ben Groff – Resident, Baltimore City
Tafadzwa Gwitira – Resident, Baltimore County
Yvette Hicks – Resident, Baltimore County
Mark Howard – Resident, Baltimore County
Mark Lotz – Resident, Harford County
Eric Norton – Central Maryland Transportation Alliance
Rita Ossiander – Resident, Baltimore County
Derrick Sexton – Resident, Baltimore City
April Stup – Partners in Care
Zack Vacovsky – Resident, Baltimore City
Paul Verchinski – Howard County Citizens Association (HCCA)
Jed Weeks – Bikemore

Staff and Guests

Terry Freeland– Baltimore Metropolitan Council (BMC)
Monica B. Haines Benkhedda – BMC

A RESOLUTION REGARDING THE BOSTON STREET MULTI-MODAL CORRIDOR STUDY PREPARED BY BALTIMORE CITY DOT BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE 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, 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 Boston Street Multi-Modal Corridor Study prepared by Baltimore City DOT.

THEREFORE, be it resolved, the PAC submits the following comments:

- The PAC finds that the drafted study is inconsistent with the with approved scope that was within the 16-17 UPWP and recommends that further analysis of multimodal options be included for the final version of the Boston Street Multi-Modal Corridor Study. The planning study was to "...protect neighborhood goals and accommodate alternative transportation choice".
- By not incorporating previous planning documents, encouraging more single occupant vehicle travel, removing a crosswalk at the expense of pedestrian safety, and not investing in an improved multimodal cross section, the study does not meet its original objectives.
- The PAC recommends that the BRTB work with Baltimore City DOT to develop a comprehensive plan that prioritizes multi modal solutions.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments on the Boston Street Multi-Modal Corridor Study prepared by Baltimore City DOT. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee