

PUBLIC ADVISORY COMMITTEE

Wednesday, April 6, 2016
Baltimore Metropolitan Council
5:45 to 7:33 P.M.

MINUTES

The meeting was called to order at 5:45 P.M. by the Chair, Mr. Greg Shafer.

1. APPROVAL OF FEBRUARY AND MARCH 2016 MINUTES

The PAC approved the [February](#) and [March 2016](#) meeting minutes.

2. DISCUSSION: PAC COMMENTS ON 2016 FEDERAL CERTIFICATION OF THE BRTB

Mr. Shafer led the PAC in a review and discussion of draft comments for [Federal Highway Administration \(FHWA\) and Federal Transit Administration \(FTA\) Federal Certification Review of the BRTB](#), scheduled for April 26-27, 2016.

Ms. Beth Wiseman and other public involvement subcommittee members shared highlights of the discussion the subcommittee had about these comments. The group focused primarily on the public involvement questions the federal review team will ask and the related recommendations from the 2012 Certification report. The subcommittee added comments to the draft resolution in Google Docs. Mr. Shafer thanked the committee for their review and walked all members through these and comments from other members.

Highlights of the comments generated included:

- Recommendation that the BRTB produce an annual report of public involvement activities;
- Suggest the BRTB improve tracking and evaluation of its work to conduct outreach to and include vulnerable populations;
- Provide UPWP progress reports/updates to the PAC and/or the public;
- Better utilize advertising space in transit vehicles;
- Ensure that all members of the public who submitted comments in the past are included in notices of future comment periods, openings on the PAC, and public meetings or BRTB events; and

- Increase involvement of Locally Operated Transit System (LOTS) providers or users and individuals representing vulnerable populations on the PAC and/or other BRTB committees to ensure these needs and interests are represented in discussions and decisions.

Following the review of comments and discussion, Mr. Shafer asked the PAC's support for PAC Resolution #2016-03 offering comments on the 2016 Certification of the BRTB. The PAC voted unanimously to approve PAC Resolution #2016-03.

[PAC Resolution #2016-03: PAC Comments on 2016 BRTB Certification]

3. SUBCOMMITTEE REPORTS & ACTION ITEMS

Subcommittee Chairs presented the following subcommittee reports and action items:

- **Public Involvement** – This report was included in discussion of agenda item #2.
- **Policy and Legislation** – Mr. Darin Hughes reported the subcommittee met to review amendments to *Maximize2040* and the Transportation Improvement Program (TIP) for MD 32 widening and safety improvements. Mr. Hughes provided an overview of the projects and questions raised by the PAC. He then presented PAC Resolution #2016-04 offering support of the amendments as presented. The PAC voted to approve PAC Resolution #2016-04 (with two votes in the negative by Mr. Benjamin Gilardi and Mr. Eric Norton).

[PAC Resolution #2016-04 in support of TIP Amendment for MD 32]

4. BRTB'S UPDATED BUDGET AND WORK PROGRAM FOR FY 2016-2017

Mr. Hughes shared comments from the Policy subcommittee and other PAC members on the [BRTB's updated Budget and Work Program for FY 2016-2017](#).

Mr. Hughes asked the PAC's support for PAC Resolution #2016-05 offering comments on the BRTB's updated Budget and Work Program for FY 2016-2017. The PAC voted unanimously to approve PAC Resolution #2016-05.

[PAC Resolution #2016-05: Comments on FY2017 UPWP for the BRTB]

7. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Due to time constraints, the report on recent and upcoming BRTB meetings was not given. Minutes and a calendar of upcoming BRTB meetings/events are online at baltometro.org.

Members were reminded that the public meeting on the 2016 federal certification of the BRTB is scheduled for Monday, April 25 from 5 to 7 p.m. at BMC. Members were asked to attend and notify others in their community of this opportunity to speak directly to FHWA and FTA. Those who will attend were encouraged to [RSVP for the public meeting](#). All members were also asked to complete the online survey at: surveymonkey.com/r/2016BRTBCert.

8. OTHER BUSINESS

The meeting adjourned at 7:33 P.M.

ATTENDANCE

Members

Lindsey Bishop – Resident, Baltimore City
Michael Bishop – Resident, Baltimore City
Candace Croston – Vehicles for Change
Matthew Dolamore – Resident, Baltimore City
Kevin Engler – Partners In Care
Benjamin Gilardi – Resident, Baltimore City
Tafadzwa Gwitira – Resident, Baltimore County
Mark Howard – Resident, Baltimore County
Darin Hughes – Resident, Baltimore City
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
Gregory Shafer – Resident, Howard County
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

Proxy designated by: David Fitzpatrick

Staff and Guests

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

PAC RESOLUTION #2016-03

**A RESOLUTION REGARDING
THE 2016 FEDERAL CERTIFICATION OF THE BRTB
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

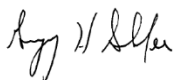
WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTB), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) 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 reviewed the requirements for recertification from the Federal Highway Administration and the Federal Transit Administration, as well as the recommendations from the recertification in 2012 in developing these comments.

THEREFORE BE IT RESOLVED, the PAC submits the attached comments to the BRTB as an input to the Federal Recertification process.

THEREFORE BE IT FINALLY RESOLVED, the PAC appreciates this opportunity to share feedback and looks forward to an active participation in the public meeting process.

Submitted by;



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee

Dear Mr. Chairman:

The Public Advisory Committee of the Baltimore Regional Transportation Board would like to take this opportunity to express our opinion on the recertification of BRTB as the Metropolitan Planning Organization for the region. We have reviewed the requirements for recertification from the Federal Highway Administration and the Federal Transit Administration as well as the recommendations from the recertification in 2012 in developing these comments.

Purpose of the recertification process:

Review Element	PAC Comment
Planning process addresses the major issues facing the Region	The BRTB is engaged in the discussion on major transportation issues facing the region but often times appears to be following the lead of the sponsoring agencies instead of working to develop and implement a plan that meets the needs of the people in the region. The PAC encourages BRTB to initiate projects and drive the highway or transit agencies to implement them. The transportation issues addressed seem to focus on the vehicular issues; ped/bike and public transportation seem to have lower priority. The nature of the system of using priority letters from individual counties, through State agencies, drives project selection and planning process resulting in a plan that lacks a truly regional perspective.
Identify noteworthy practices and opportunities and that there is continued progress from prior reviews	See comments below on progress toward improvement based on previous review comments.
All planning partners appropriately cooperate in the planning process	The members of the BRTB seem to work well together and have a very collegial and functional working relationship. The PAC has not observed dysfunction in this process.
Products and process are compliant with federal regulation	While the PAC does not have an opinion on the compliance of the work products with Federal requirements, we do believe that BRTB makes every reasonable effort to be compliant. The PAC reviews all of the work products of the BRTB and makes an effort to provide timely and helpful comments.
Stewardship of planning process	PAC continues to help ensure that BRTB planning process is in accordance with the 3C's planning principles which also protect and enhance the reputation of our built and natural environment locally. PAC will continue to support BRTB initiative and where feasible, strengthen informed, collaborative, and transparent decision making.

Objectives of the Planning Certification Review

Objective	PAC Comment
Planning activities of MPO, MDOT, transit operators, and other agencies with responsibilities for transportation planning are conducted in accordance with FHWA and FTA regulations, policies, and procedures including the provisions of ISTEA, TEA-21, and SAFETEA-LU:	While the PAC does not have an opinion on the compliance of the work products with federal requirements, we do believe that BRTB makes every reasonable effort to be compliant. The PAC reviews all of the work products of the BRTB and makes an effort to provide timely and helpful comments.
The transportation planning process for the metropolitan planning organization is a 3-C (continuing, cooperative, and comprehensive) process that results in the development, implementation, and support of transportation improvements;	The PAC has observed the BRTB's planning process over the past four years and found that it meets these objectives.
The UPWP adequately documents MPO's transportation planning activities and all other significant transportation planning activities occurring in the area;	The BRTB has recently gone to a two-year process for updating and approving the UPWP. This has been done because it doesn't change significantly over this short period. The PAC believes that this approach is reasonable and is given the opportunity to comment on the revisions that inevitably occur in the off year.
The transportation planning products, including the LRTP and TIP reflect the identified transportation needs, priorities, and funding resources;	The PAC has participated in the development of the new LRTP and reviews the TIP and any amendments. These plans are developed with input from the public and make a good effort to meet the needs and priorities given the funding limitations. There was significant concern over the manner in which the Red Line project was cancelled this past year. While the governor had the authority to cancel the project, the planning process seems to have been subverted through the way in which the project was cancelled. This is a significant concern for the PAC.
Products of the transportation planning process are multi-modal in perspective, complete, based on current information, and interrelated;	
Requirements and objectives of ISTEA, TEA-21, SAFETEA-LU, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are considered and incorporated where appropriate into the planning process and supported through development activities; and	A complaint has been filed with MDOT stating that it violated Title VI of the Civil Rights Act when it canceled the Red Line and moved all of the state funding to projects outside Baltimore City and County.

Objective	PAC Comment
The issues raised during the last Federal Certification review have been addressed by the MPO.	See comments below on progress toward improvement based on previous review comments.

Key Public Involvement Questions

Are citizens provided the opportunity to participate in the processes?	There are review periods for every major work product and public meetings in order to solicit input from the public. Opportunity to participate in the process is also made available through social media outlets.
Is information about transportation issues made available early enough to solicit input?	The nature of the planning process results in comment periods that occur late in the process, particularly for TIP amendments. This makes it difficult for input from the public to make a meaningful difference.
Is there adequate notice of planning activities?	The BRTB uses various means of traditional and electronic media to notify the public of opportunities to comment on work products. The PAC continues to work with the BRTB to identify and implement new ways of reaching out to the public and soliciting their input. The PAC recommends improved tracking of the effectiveness of outreach to vulnerable populations.
Is there adequate time to comment?	The PAC reviews every major work product and amendments thereto and the public is given the required time to review these work products as well. At times the review periods, while meeting statute requirements, seem too short. The BRTB is justifiably reluctant to increase the review periods beyond the required length, but the PAC believes that in some cases this restricts the public's ability to provide meaningful input. The public is only given information on projects and work programs that are carried forward. There is no information on how these are chosen over other projects/work products. It's hard to know if there are other projects that would provide greater public benefit. Public comment and PAC participation are pro forma in many cases, especially on TIP amendments.
Is there reasonable access to technical data and information?	The BRTB has always demonstrated a strong willingness to provide any information needed by the public to review the work products. They also work closely with the modal agencies to obtain additional information on work products when requested by the public. The BRTB could post more technical data on its publicly accessible website.
Are comments appropriately considered by the MPO?	The BRTB responds to every comment received from the public. The response to the comments is often just an explanation of why things are done the way they are instead of considering how things may be done differently as a result of the comment from the public.
Any noteworthy positive aspects to cite or suggestions ?	We suggest quarterly review of recertification recommendations by the Public Involvement Committee.

Recommendations from 2012

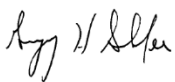
Recommendation	PAC Comment
The Federal Team recommends that the Baltimore MPO revise the Urbanized Area Boundary (UAB) to include, as a minimum, the 2010 urbanized area.	The MPO boundary has been extended to include Queen Anne's County. The County has been added as a non-voting member of the BRTB.
The Federal Team recommends that the Baltimore MPO update the Metropolitan Area Boundary to include areas likely to become urbanized within the twenty year forecast period covered by the transportation plan.	The MPO boundary has been extended to include Queen Anne's County. The County has been added as a non-voting member of the BRTB.
Once the revised UAB is established, the Federal Team recommends the MPO evaluate and functionally reclassify its highway network.	The PAC agrees that roadways should be evaluated and reclassified, if necessary.
The Federal Team encourages the Baltimore MPO to establish performance targets to track progress towards attainment of critical outcome for the next LRTP update.	Performance targets have been incorporated into the LRTP (<i>Maximize2040</i>) with input from the PAC and the public. The BRTB adjusted some targets in accordance with recommendations from the PAC. However, we note that the region is not projected to meet some targets when the current LRTP is modeled for the 2040 Preferred Alternative.
The Federal Team recommends that the MPO provide a summary of actual work completed and percent of federal funds spent for each work activity when submitting the UPWP progress report on a biannual basis.	This is being included in the UPWP progress report, the information is not being provided to the PAC or to the public. This would be good information to have to evaluate the effectiveness of the BRTB's work.
The Federal Team recommends the MPO explain project history to the Citizen Advisory Committee (CAC) as well as the link between the MPO's project selection process for the TIP and the State Consolidated Transportation Program (CTP) project selection process, and provide this reminder as background information during project reviews by CAC.	BRTB staff has made a concerted effort over the past few years to have representatives from the sponsoring agency present during the presentation of the TIP amendments to the PAC.
The Federal Team recommends that the MPO ensure compliance with its Public Involvement Process and bylaws on public comments and reviews for all of the MPO's plans and programs.	The PAC is of the opinion that BRTB is meeting the requirements of the Public Involvement Plan and bylaws. There are, however, some ways in which BRTB could more effectively utilize the Vulnerable Population Index and reach out to traditionally underserved populations. The Vulnerable Population Index notes that the BRTB and PAC should focus its outreach on seven vulnerable populations in the area: people in poverty, Hispanic/Latino, non-Hispanic and non-white minorities, limited English proficient, people with disabilities,

Recommendation	PAC Comment
	the elderly and car-less households. The Plan details four strategies to engage these communities as well as strategies for outreach, engagement and education. Suggest that the an Annual Report on Public Involvement be published every year and include a section detailing BRTB's outreach efforts, performance measures of its success and recommendations for improvement. As appropriate, changes to the PIP should be made based on the conclusions of the Annual Report.
The MPO Title VI Program must describe its Title VI policies, goals, procedures, and accomplishments and adopt the MDOT Title VI program. It is required that the Title VI Assurance be signed by the CEO of each agency. The Executive Director of the MPO will sign the Title VI assurance. The Federal Team suggests the MPO utilize and sign a standard Title VI assurance, provided by U.S. DOT. 7	Resolution 15-19 of the BRTB adopted assurances and policies regarding Title VI requirements. The PAC reviewed these policies and offered support to the BRTB in the adoption of these assurances and policies.
To ensure continued DBE program improvement the Federal Team recommends the MPO develop a DBE Program Plan or adopt in its entirety the MDOT/SHA DBE Program Plan and its DBE overall goal methodology. In addition, the MPO should submit its DBE Uniform reports to MDOT/SHA on June 1 and December 1 every year and provide DBE training to those who are responsible for implementing its DBE program.	The BRTB adopted a DBE policy in May 2015 with the approval of Resolution 15-27. The PAC reviewed this resolution and supported it including the 29% DBE goal.
The Federal Team encourages the MPO to include the participants of the programming process of Locally Operated Transit Systems (LOTS) as the projects move through the regional planning process. Increased participation in MPO workgroups and technical studies by LOTS representatives with day-to-day involvement in transit planning and operations is encouraged.	The PAC intends to actively solicit involvement and participation by users of the LOTS in the public involvement process.
The Federal Team recommends that the MPO develop a method to monitor the effectiveness of the current and potential new CMP strategies.	Congestion Management Process strategies and suggestions specific to the top congested areas are detailed in charts on pages 17-19 of the 2015 CMP document at baltometro.org/phocadownload/Publications/Transportation/CMP/CongestionMgmtProcess_2015.05.pdf
The Federal Team recommends that the MPO continue to make significant contributions to any future 8-hour ozone or PM2.5 SIPs which may be	The budgets for air quality do not appear to be realistic for transportation. The forecasts are so far below the budgets that very poor transportation choices could be made relative

Recommendation	PAC Comment
required under any new air quality standards which EPA has or will promulgate by providing technical support to MDE in developing mobile emission budgets and emission reduction strategies which will contribute to the attainment of the air quality standard.	to air quality and still meet the budgets.
The Federal Team encourages the MPO to continue increased engagement with low-income and minority residents. The MPO should take advantage of space inside the vehicle to communicate vital information about the planning process to members of the transit-riding public.	The MTA recently made a presentation to BRTB/PAC on the BaltimoreLINK Plan. PAC members commented to MTA representatives that the public involvement, particularly for underrepresented populations, has been inadequate. MTA promptly added several public meetings in areas of the City that are clearly underrepresented. Other methods of engaging underrepresented groups need to be identified and incorporated. It does appear, however, that the advertising space within public transit vehicles remains underutilized.
The Federal Team recommends that the PIP update address how the MPO will consider and respond to input solicited through social media and articulate how that input is used in the decision making process, so that the community has some reassurance that online solicitation is an avenue for information exchange and real-time response back and forth, rather than a one way communication.	The Public Advisory Committee and BRTB, supported by the staff at BMC, collate and make available to the public all comments submitted during each planning period. This information is available in various forms, including a PDF of all comments submitted via surveys from public meetings, via email, written letters and via social media. Infographics and maps also summarize comment themes and locations of these comments. The BRTB provides a matrix of each comment, who it was submitted by and the BRTB's response during each planning period. In addition, the Public Advisory Committee submits a Resolution to the BRTB that reflects the public's input and comments after each comment period. To further ensure that the community has reassurance about the iterative process of public input and its real-time response, it is recommended that individuals and community groups that provide comments receive specific notice about comment periods, openings on the Public Advisory Committee and public meetings via email, Twitter or phone/letter and are asked to assist in sharing this information with their networks.

The PAC submits these comments to the BRTB as an input to the Federal Recertification process and looks forward to an active participation in the public meeting process.

Sincerely,



Gregory H. Shafer
Chairman

Public Advisory Committee of the Baltimore Regional Transportation Board

**A RESOLUTION REGARDING
AMENDMENTS TO THE
BALTIMORE REGION FY 2016-2019 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

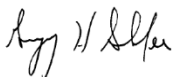
WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) 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 amendment to *Maximize2040: A Performance-Based Transportation Plan* and the FY 2016 – 2019 TIP for the following project:

- **Updating Timeline for MD 32 Widening Project from 2030 to 2020** (TIP ID # 66-1602-41: MD 32: MD 108 to Linden Church Road project)

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

Submitted by;



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee

PAC RESOLUTION #2016-05

**A RESOLUTION REGARDING
THE 2016 FEDERAL CERTIFICATION OF THE BRTB
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 (BRTB), 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

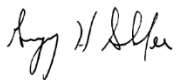
WHEREAS, the PAC reviewed the updated Budget & Unified Planning Work Program for Fiscal Years 2016-2017;

THEREFORE BE IT RESOLVED, the PAC submits the attached comments and recommended changes to the BRTB on the updated FY 2017 UPWP for the following projects and focus areas:

- Project: Boston Street Multimodal Corridor Study
- Project: Regional Coordination and Planning, Transit Service Study
- Project: Regional Coordination and Planning, Regional Patapsco Greenway
- Focus Area: Regional Attitudes and Behavior Differences in Commuter Travel Options
- Focus Area: Locally Operated Transit Systems (LOTS) Funding and Support
- Focus Area: Sponsored Regional Events

THEREFORE BE IT FINALLY RESOLVED, the PAC appreciates this opportunity to share feedback and looks forward to continued work with the BRTB on the development of important transportation plans and policies.

Submitted by;



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee

PROJECT: BOSTON STREET MULTIMODAL CORRIDOR STUDY

PURPOSE: To identify multimodal transportation options, alignment, traffic and safety issues on Boston Street from I-95 to South Lakewood Avenue in order to close the transportation gap resulting from the proposed MTA rail transit project not moving forward.

The study will provide alternative recommendations for improved truck access, ped/bike accommodation, residential and commuter travel, and improved safety along the corridor. The study will also identify design alternatives for the corridor in order to accommodate multi modal transportation. The study will benefit the region, by identifying an appropriate roadway typical section to balance the needs of regional commuters freight movement as well as protect neighborhood goals and accommodate alternative transportation choice.

FY 2017 PERFORMANCE OBJECTIVES:

1. Review current planning and engineering documents for Boston Street (Last 10 years).
2. Collect and analyze current traffic (vehicle, pedestrian and bicycle) volume on Boston Street.
3. Analyze current pedestrian, bicycle and transit access.
4. Analyze current truck routes.
5. Make recommendations for multi modal transportation improvements, pedestrian/bike accommodation, and other traffic and pedestrian safety measures for the corridor.
6. Collect and analyze crash data for the study area.
7. Use Modeling Analysis to estimate the impacts of the proposed projects in relation to the current status of the study area.

PROJECT: REGIONAL COORDINATION AND PLANNING, TRANSIT SERVICE STUDY

PURPOSE: Planning study to review existing RTA route alignments and make recommendations regarding revising the system route structure. Planning effort would be coordinated among Howard, Anne Arundel, and Prince George's Counties and the City of Laurel, as well as the Regional Transportation Agency of Central Maryland (RTA), its stakeholders, MTA, and the City of Annapolis. Study will assess current transit route alignment ridership, gaps in service and headways in order to provide options to enhance and upgrade transit service in the region.

Over the next year, Howard and Anne Arundel Counties will be developing new Transit Development Plans (TDP's). MTA will be providing funds for both of these planning efforts. TDP's generally look at opportunities to improve route alignments "on the margins." However, the RTA routes have not been truly updated or rationalized in more than a decade. Since the routes are now part of a regional system, Howard and Anne Arundel Counties have decided to conduct a combined TDP effort, allowing for some cost-efficiencies. However, additional funding will be required in order to conduct a complete route analysis, from scratch. This study would provide funding and staff support for regional coordination, planning, data collection and consultant services related to the proposed transit service study.

This is a large project that will require significant participation and effort from Howard County, Anne Arundel County, RTA and Consultant to provide a comprehensive evaluation of the current transit service route alignments, headways, ridership, park and ride options, bus stop location, identify underutilized land near transit stops, and connections to other regional transportation services. (e.g. MTA Commuter Routes, MARC, WMATA)

FY 2017 PERFORMANCE OBJECTIVES:

1. Kick-off meeting to coordinate with key stakeholders and determine roles and responsibilities. Develop scope of work, project goals and parameters, and budget.
2. Finalize scope of work for consultant. Provide consultant assistance for regional information and coordination among stakeholders.
3. Collect, compile and evaluate data on: RTA performance, travel desire lines, demographics, etc.
4. Recommend changes to RTA routes and schedules necessary to meet transit performance standards and increase system efficiency as feasible based on public feedback and funding constraints.
5. Conduct public meetings to present findings and proposed changes to RTA transit routes
6. Develop cost estimates for transit route changes/alterations and new route planning implementation.
7. Compile findings and results.

ADD TO LIST : Use the Transit Score and/or other data driven regional toolkits to assist stakeholders and members of the public in understanding and prioritizing future transit service recommendations.

REGIONAL SUBAREA**PROJECT: REGIONAL COORDINATION AND PLANNING, REGIONAL PATAPSCO GREENWAY**

PRODUCTS/MILESTONES	SCHEDULE
Identify core participants group and representatives. Identify broader stakeholder group.	FY 2017 , 1 st Quarter
Identify appropriate consultant support, develop scope and finalize contract.	FY 2017 , 2 nd Quarter
Develop project goals and parameters. Identify potential alignment options.	FY 2017 , 3 rd Quarter
Data gathering for alignment options.	FY 2017 , 4 th Quarter

FOCUS AREA: Regional Attitudes and Behavior Differences in Commuter Travel Options

ADD TO TASK: Databases and Travel Surveys

PURPOSE: Capture data on differences in attitudes and behaviors in the Baltimore region's population (transit users and non-users) with respect to public transportation choice and other alternative transportation options (ridesharing, teleworking, vanpools, transit, biking, and walking) to understand which characteristics and beliefs are behind those differences. **Survey for potential incentives to attract non-users to try alternative transportation methods.** Captured data will allow the region to explore what factors generally draw people to public transportation and/or alternative transportation options.

Maximize2040 has identified transit as a congestion management strategy in reducing congestion and increasing mobility. The regional performance indicators have a 2040 target of 500,000 new weekday transit users. Local comprehensive plans, where appropriate, have incorporated Maryland Smart Growth transit principles on density, mixed use, and urban form (sidewalks, grid street network). The BaltimoreLINK proposal contains seven Express BusLINK routes to greatly improve suburb-to-suburb transit connectivity. The survey design/sampling plan will allow for comparisons across geography, age group, quality of transit, levels of transit use, levels of population density and other characteristics. The captured data will assist the BRTB in prioritizing and implementing transit amenities and factors that influence the choice of transit and/or alternative transportation options.

POTENTIAL TASKS:

- Develop plans for survey design/sampling, recruitment, and expansion.
- Identify survey medium (phone, on-line, administer assisted tablet).
- **Provide training to standardize survey conduct.**
- Conduct survey.
- Tabulate and summarize findings.

FOCUS AREA: Training Opportunities

ADD TO TASK: UPWP Management

PURPOSE: Provide training to staff members of jurisdictions and partner agencies. Some examples of training that jurisdictions have mentioned include training in traffic modeling packages such as VISSIM and in the NEPA process.

POTENTIAL TASKS:

- BMC staff will poll BRTB and Technical Committee members to get a better idea of which additional specific training topics they would find helpful. Subsequent steps would depend on the specific types of chosen and the resources that offer those types of training.
- BMC staff will investigate specific resources that could provide training such as the National Highway Institute, the National Transit Institute, the Technology Transfer (T2) Center, other public and private organizations, or consultant expertise.

FOCUS AREA: Locally Operated Transit Systems (LOTS) Funding and Support

ADD TO TASK: Transit Planning and Ladders of Opportunity

PURPOSE: Further facilitate discussions between the MPO and local and state transit operators as part of the 3-C process. The current transit voting member has established regular meetings to continue to explore current issues of concern as well as to prepare to undertake MAP-21/FAST initiatives, particularly related to performance measures.

POTENTIAL TASKS:

- I Cooperative Procurement: How can MTA expand its existing open contract of cut-away buses to other vehicles (e.g., support vehicles), equipment, and some types of supplies (e.g., magnetic strip card and smart card for electronic fare collection systems)? Can BMC's regional purchasing committee support transit needs?
- I Compatibility of Electronic Fare Media Systems: Consider multi-agency fare media recognition/acceptance. The current MD Statewide Intelligent Transportation Systems (ITS) Architecture is to ensure sharing data between stakeholders.
- I Better on-street Bus Stops: Trips begin at bus stop locations. Bus stop locations are scattered throughout the service area. These locations are often controlled by local jurisdictions rather than by the transit agency. Local jurisdictions and transit agencies share responsibilities concerning stop location decisions, stop installation, and stop maintenance. Where is the research at the MPO level that reports on major issues and successful approaches that address on-street bus stops from both the transit agency's and the customer's perspective?
- I Commuter Park-and-Ride Lots: Trips and ridership also build and begin at regional park-and-ride lots, which can support commuter bus service capable of reducing congestion en route to places of employment. Consideration should be given to the use of "pilot" commuter service to evaluate ridership potential and build community utilization.

FOCUS AREA: Sponsored Regional Events

ADD TO TASK: Public Participation and Community Outreach

PURPOSE: Active participation, by the public and partner agencies alike, is an essential part of a meaningful transportation planning process. The BRTB has affirmed that it is important to ask for public participation, not just wait for it. Thus, this task is suggested as a means to more actively engage people and organizations early and often using a variety of methods. An Event Management program would cover strategic planning, site management, marketing and sponsorship, human resource management and volunteer recruitment, and event evaluation.

Regional events will help advance the transportation planning process by engaging and enabling the public and partner agencies. This will improve relationships, increase trust and remove barriers, provide learning and sharing opportunities, and foster community pride.

POTENTIAL TASKS:

- I Create an Events Committee and hold quarterly meetings to accomplish the work. This group will define events for the year and work with BMC staff to:
 - a. Develop standards including: Involvement – Identify and involve interested people and organizations; Support – Identify and overcome barriers to involvement; and Planning – Gather evidence of needs and available resources. Use this to agree to purpose, scope, and timescale of engagement and the actions to be taken.
 - b. Working Together – Agree on and use clear procedures to enable participants to work with one another efficiently and effectively. Sharing Information – Ensure the communication of necessary information among participants. Feedback – Communicate results of the engagement to the wider community and agencies affected.

- I Discuss event opportunities. Develop objectives for each programmed event, including desired participation (number and audience).
 - a. Consider available resources and resource allocation necessary, such as: Staff, volunteers, and other interested stakeholders; Sharing of background information or briefing papers; Need for independent facilitation; Communication and promotion; ~~and Printing; and Post-event evaluation.~~
 - b. Conduct post-event evaluation, to include: Determine communication methods that worked to attract public participation; Estimate degree to which event attendees reflected the location's transit-user demographics; and Identify factors which prohibited maximum attendance during events, if applicable.