**A RESOLUTION REGARDING AN ADDENDUM TO THE
FY 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)
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 draft FY 2020-2021 Unified Planning Work Program (UPWP) for transportation planning;

THEREFORE, be it resolved, the PAC submits the following comments to the BRTB

The PAC was encouraged by the draft list of projects under consideration for the upcoming UPWP. Overall, the projects demonstrate that BRTB is seeking to improve the region's planning processes, analytical capabilities, and dedication to advancing a multimodal transportation system.

In recognition of the limited resources available to the BRTB to conduct planning studies and analysis, the PAC considered the role of the proposed projects in meeting the following broad criteria, reflecting the policy priorities of the PAC:

- How does the project fit in with other UPWP programs and projects?
- Does the project advance the goals of the long-range transportation plan?
- Does the project incorporate a public involvement component or otherwise increase the transparency of the transportation planning process?
- Does the project include an equity component or otherwise advance the region's consideration of equity as part of the analysis of the topic at hand?

The following summarizes the PAC's comments and thoughts about each of the projects proposed by the BRTB for inclusion in this UPWP:

1. Transportation & LU Connections Grants
   - The PAC supports this project as an opportunity to improve local land use and transportation connections.
2. Pedestrian Report Card Assessment
   - PAC wonders if this isn't something that the Maryland SHA should be or could be implementing for the entire state. Can BMC be a central repository for all crash data in the region?

- PAC suggests that if this is included in the UPWP that BRTB staff look to the Ford Mobility Predictive Analysis as a model. The Ford Mobility Predictive Analysis uses "near-miss" event data (identified by indicators such as sharp braking or hazard light usage) and correlates with historical accident data to identify which stretches of road are most likely to experience a road safety incident in the future.

3. Active Transportation Database
   - PAC suggests that the BRTB consider means to reduce the costs of collecting active transportation data, including installing permanent counters and / or considering the use of trained volunteers to collect the data.
   - Additionally, PAC suggests that this initiative be combined with the collection and storage of traffic flow data for efficiencies. The database should be in a format and location that can be accessed by planners of a variety of project types and jurisdictions to provide standardization across the region (and/or state).

4. Infrastructure in a Changing Climate
   - PAC is supportive of a study that looks to estimate the impacts of climate change on the region's current infrastructure as well as future needs. As part of this study, PAC offers the following observations and suggestions:
     - o Study should estimate cost savings and the impact on emissions (and other climate related issues such as sea level rises) from converting MDOT/SHA/MTA facilities to solar power.
     - o Study should assess the adopted TIP and LRTP for GHG emissions (carbon) and identify a process and analytical methods for assessing future TIP and LRTP documents.
     - o PAC suggests that the region consider an evaluation of the resiliency of the regional transportation system. In that regard, PAC asks whether the State is conducting any resiliency studies that could be used by the BRTB for a regional analysis.

5. Study of Methods to Provide More Efficient Traffic Flow
   - PAC suggests that BRTB look to other jurisdictions for models that could be adopted by the region. An example cited was Philadelphia's 60 second signal timing, which saved the region millions of dollars in signal equipment by standardizing timing.
   - Any analysis of traffic flow must look at the benefits to pedestrian and bicycle safety as well as transit (bus) performance and traffic flow. Integrate consideration of all travel modes, including transit signal prioritization with a goal of increasing person throughput

6. Priority Letter Development Practices
   - PAC is supportive of this project but would like to see a broader analysis of the project prioritization and funding process undertaken by the State of Maryland as part of the TIP and CTP development process each year. The purpose should be to create a more transparent and standardized process for project selection and funding, based on performance and data.
   - If this is limited to a regional project that BRTB takes on, it is an opportunity for the jurisdictions to learn from each other.

7. Small Area Land Use Impact Tool
   - PAC has no comments on this project.
8. Concept-Level Cost Estimation Tool
   - PAC has no comments on this project.
9. Transit Signal Prioritization
   - PAC is supportive of this project. Suggestions for implementation include:
   - Evaluate the value of the TSP program in terms of its value to transit and traffic performance.
   - Make region wide data available for use by locals for the planning of local projects and applications.
10. Deeper Dive into Inrix Traffic Flow Data
    - Training local staff about information available through sources such as the University of MD and RITIS at could provide cost savings on their data needs.
    - Program to help locals make better use of available data and incorporate into decision-making processes.
11. Review of Large Project Development Process
    - PAC believes this should be a study conducted by the Maryland Department of Transportation since the modal administrations typically oversee large project development processes.
12. The Role of the MPO and Public Health
    - The PAC believes this should be a priority project, given the critical role transportation plays in public health, particularly in disadvantaged communities.
    - PAC suggests looking to the Seattle Area MPO (Puget Sound Regional Council) for their adoption of Health and Equity metrics as part of the transportation planning process. The MPO chose to update their travel demand modeling to include more detailed equity and health analysis, such as:
      o Costs and travel time by income and person/household type (ex: Average Commute Time of higher / lower income)
      o Share of income spent on transportation
      o Active transportation by person types
      o Look at death and illness related to air quality emissions; Apply an equity lens to look at vulnerable populations
      o Look at death and injury related to crashes; Apply an equity lens to look at vulnerable populations and communities
13. Mitigating Transportation Impacts of Tourism Events
    - PAC has no comment on this project
14. Regional Snapshots
    - BMC as regional source for crash data and mapping over VPI
    - Public portal for data and visualizations
    - Expand to include affordable housing, equity, etc.

15. Review of Methods to "Move the Needle" on PMs
    - PAC has no comment on this project
16. Best Practices for Local CIP Development
    - PAC suggests that this project be funded and execute at the state level as a means to standardize best practices across the state
17. Who Owns My Road?
    - PAC believes this project should be implemented on a statewide basis by Maryland Department of Transportation and made available to all jurisdictions and members of the general public.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments on these amendments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton, Chair, BRTB Public Advisory Committee