

Attainment Report Advisory Committee (ARAC) on Goals, Benchmarks, and Indicators: Summary of Meeting #1

May 23, 2023: 1:00 PM – 3:00 PM, Virtual

Attendees

- Alexander Austin – Prince George’s Chamber of Commerce
- Ben Groff – MTA Citizens Advisory Committee
- Brian Wivell – Maryland State & DC AFL-CIO, Legislative & Political Director
- Dr. Chester Harvey – National Center for Smart Growth, University of Maryland
- Deborah Price – Demographic Planner, Harford County
- Dennis Enslinger – Gaithersburg Deputy City Manager
- Derrick Waters – US Treasury IRS
- Gustavo Torres – Executive Director, CASA Maryland
- Jaimie McKay – Transit Services Division, Frederick County
- Lindsey Mendelson – Sierra Club Maryland
- Louis Champion – Maryland Motor Truck Association
- Dr. Mansoureh Jeihani – Morgan State University
- Ragina Ali – AAA Mid-Atlantic, Maryland & Washington DC.
- Robert Holsen Jr., International Union of Operating Engineers, Local 37
- Sheila Somashekhar – University of Maryland, Purple Line Coalition
- Dr. Shima Hamidi – Johns Hopkins University, Environmental Health & Engineering
- Dr. Ting Ma – TRB Standing Committee on Performance Management
- Valdis Lazdins – Assistant Secretary, Maryland Department of Planning

Unavailable for Meeting #1

- Charlotte Davis – Executive Director, Rural Maryland Council
- Jacqueline Allsup – Vice President, Maryland State NAACP

Other

- Aviva Klugh, MDOT
- Christopher Parris, MDTA
- Clay Barnes, CS/ARAC Consultant
- Cole Greene, MTA
- Corey Stottlemeyer, MDOT
- Deron Lovaas, MDOT
- Joe McAndrew, MDOT
- John Thomas, MDOT
- Kaiqi Zhang, FS/ARAC Consultant
- Dominic Scurti, MPA
- Doug Mowbray, MHSO
- Emma Stockton, CS/ARAC Consultant
- Erin Dean, HS/MTP Consultant
- Heather Murphy, MDOT
- Jacqueline Djomo, MVA
- Marty Baker, MDOT
- Michelle Martin, MDOT
- Nate Evans, MDOT



- Nimisha Deshwal, CS/ARAC Consultant
- Ryan Caro, HS/MTP Consultant
- Sophia Cortazzo, MDOT
- Sydney Joseph, HS/MTP Consultant
- Tom Harrington, CS/ARAC Consultant
- Toria Lassiter, SHA

Public

- Michael Scepaniak, Member of the Public

Introductions

Assistant Secretary Joe McAndrew introduced himself, congratulated everyone on their appointments to the ARAC, and then introduced the Chair, Dr. Mansoureh Jeihani.

Dr. Mansoureh Jeihani is a professor and the director of the National Transportation Center at Morgan State University and the Urban Mobility & Equity Center — a USDOT Tier-1 University Transportation Center. She has a multidisciplinary background in Civil Engineering/Transportation System, Economics, and Computer Engineering. Dr. Jeihani has more than 20 years of experience in applied research in transportation planning and modeling, traveler behavior, intelligent transportation systems, connected and automated vehicles, traffic safety, artificial intelligence, and equity. She also serves as chair and an active member of numerous committees and councils across Maryland and the federal transportation sector focusing on innovation, CAV, behavioral traffic and distracted driving.

Dr. Jeihani introduced herself, and then asked each of the ARAC members to introduce themselves with their camera on. Each of the MDOT staff and the consultant representatives introduced themselves in the chat. She provided an overview of the ARAC resources and links – noting that MDOT will be using the [ARAC webpage](#) to share information. She then turned over the presentation to Assistant Secretary Joe McAndrew to review virtual meeting housekeeping, including how to participate and provide comments.

Transportation in Maryland

Assistant Secretary Joe McAndrew provided an overview of MDOT, which is centralized with a Secretary's Office and five modal administrations and the Transportation Authority — it is set up similar to the US DOT. The Secretary serves as chair of the Maryland Transportation Authority, chair of the Port and Airport commissions and serves as a member of the WMATA Board. MDOT is responsible for all statewide transportation planning for all modes of transportation, working with all five modal administrations and the Transportation Authority towards one shared mission.

The mission of MDOT is to be a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life's opportunities.



Assistant Secretary McAndrew then discussed the Maryland Transportation Plan (2050 MTP). The statewide long-range transportation plan is both state and federally mandated and required to be updated every five years to address statewide needs and future challenges. The MTP provides transportation policies and priorities in order to guide transportation investment decisions. Maryland has a policy-based plan, meaning it does not include specific projects, rather it highlights strategies, programs, and priority areas. The MTP is required in order to receive federal funding, and since it was last published in 2019, it is required to be updated by January of 2024. The Bicycle and Pedestrian Master Plan is updated at the same time.

Over the last year, Phase 1 of the MTP included an assessment of best practices and existing conditions and trends. The MTP provides the statewide framework of goals and objectives. Therefore, Phase 1 of the MTP also included an assessment of all MDOT plans, which we call our “Family of Plans,” in coordination with our partner plans — all of which should work in collaboration with each other (i.e., freight plans, rail plans, transit plans, MPO plans, etc.). The MTP informs, and is informed by, various multimodal plans and reports across MDOT, linking these plans to the MTP.

Phase 2 of the MTP began this winter with drafting goals, guiding principles and objectives and priorities and public interaction through the website, surveys, and other outreach. Phase 2 also includes the development of strategies, needs, revenues, and gaps. Our next public survey in June will focus on transportation needs, key outcomes and investment priorities. This committee will provide input into Phase 2 as well.

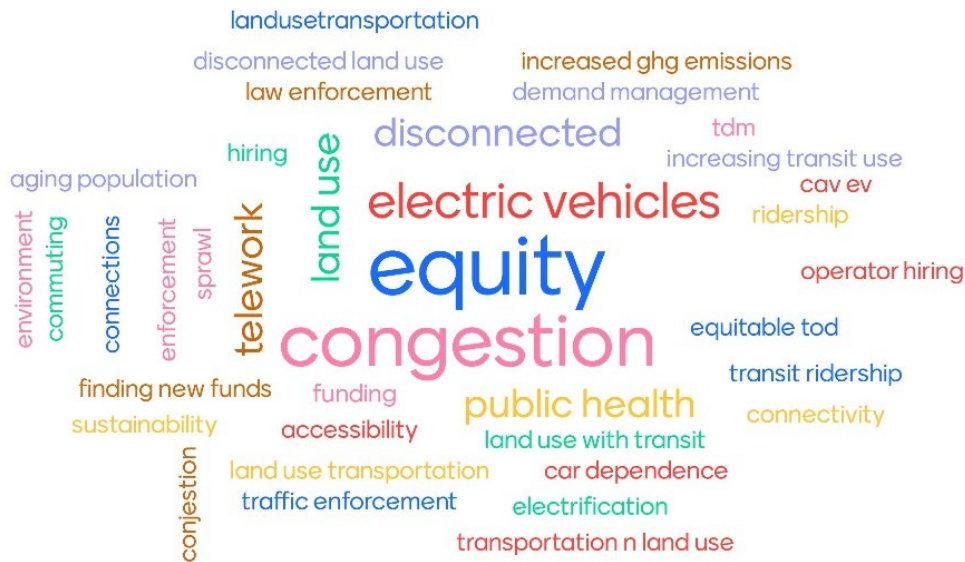
In Phase 3, MDOT will develop the draft plan later this summer/early fall, and share it for public input, with a final report anticipated this winter. Public outreach is key to the Plan development.

Assistant Secretary McAndrew then provided statistics about Maryland, including population, economy, employment, and travel trends.

Maryland’s transportation challenges were briefly introduced, including public health, equity, transportation demand management (getting people out of driving alone), shared mobility, e-commerce, disconnected transportation and land use plans, electric vehicles (EV), telework, connected and automated technology, an aging population, and support for distressed economic regions.

The Chair introduced a poll using Mentimeter (www.menti.com): “What transportation trend do you see as the most challenging” The most common answers were congestion, equity and EVs.

Figure 1. Responses to poll "What transportation trend do you see as most challenging?"



State Report on Transportation

Michelle Martin, Deputy Director of the MDOT Office of Planning and Capital Programming provided an overview of the State Report on Transportation.

The State Report on Transportation, includes the following:

- MTP, the 20-year plan;
- CTP, or Consolidated Transportation program, is the six-year transportation capital program, or budget document; and
- AR, Attainment Report on Transportation System Performance, is the annual document to report how the Department of Transportation is performing to meet the MTP goals and objectives.

The goals are important not only to performance management, but also to guide the Family of Plans, like the freight and rail plans, bike and pedestrian master plan and other modal plans.

Nate Evans, Active Transportation Planner at MDOT gave a brief overview on the Bicycle and Pedestrian Master Plan (BPMP), which is being updated at the same time as the MTP, every five years. It will include more data, focused on level of traffic stress (LTS). He also highlighted the schedule of adoption.

Michelle Martin reviewed the Draft Guiding Principles and Draft Goals. The Draft Guiding Principles align the mission, values, and capabilities and serve as overarching, cross-cutting ideas that MDOT strives for through each of the goals. The five initially proposed guiding principles include: **Equity, Resilience, Preservation, Innovation, and Experience**. The Draft Goals are broad statements with desired results that reflect the overall MDOT mission statement. The six initially proposed goals include: **Safety and Security, System Quality, Environmental Stewardship, Choice and Accessibility, Economic Development, and Best Practices**.

Role of the Advisory Committee

Michelle Martin discussed the importance of performance measures to monitor the progress towards our goals. The role of the ARAC is to advise MDOT on the selection of goals, performance measures, and targets to help guide the long-range transportation plan and the annual Attainment Report (AR).

MDOT uses performance measures in the AR as well as the Department of Budget and Management's annual Managing for Results (MFR) report, which has some overlap with AR performance measures. Both reports are mandated by the legislature, but the AR is intended more as a calendar year report with more text, and generally more for the general public, while the MFR is more of a fiscal year report or booklet in support of the budget process, and generally more focused for the legislature.

Performance measures are aligned with the Goals and Objectives, and the performance measure targets are set to measure progress towards achieving our goals. Performance measurement is important to understanding our progress based on historical data and trends, helping to identify areas of improvement and success, and helping in deciding on the allocation of resources to ensure our performance trends head in the right direction through budget, staff, programs, and projects. We measure our progress annually in the AR.

Attainment Report: Overview & Requirements

Michelle Martin walked through the history and content of the Attainment Report. Since 2002, MDOT has used the AR to report transportation performance, assessing progress towards achieving our strategic goals and objectives as outlined in the long-range transportation plan. This allows MDOT and the modal administrations to invest based on trends, or even add newer or more improved measures, like bicycle level of traffic stress in the BPMP.

Discussion: MTP Guiding Principles, Goals, and Key Outcomes

Michelle Martin and Clay Barnes facilitated discussion of the Revised Draft Guiding Principles, Goals, and Key Outcomes. The MTP Draft guiding principles and goals were informed by our existing Family of Plans, the MPO plans, federal and state priorities, policy direction, and public input.

An MTP survey open to the public concluded in early May with over 500 responses. Michelle Martin provided high-level insights to the ARAC:

- Guiding Principles: We were encouraged to change innovation to modernization, to have the customer focus on the individual users and to add GHG reduction into the resilience description, as well as to better define equity considerations.
- Goals: We were encouraged to add mitigation to the Environmental stewardship goal, to focus on the experience of all users, not just vehicles, and to remove any internal goals or objectives to MDOT.

The resultant proposed goals were refocused to 4 goals—best practices was considered too internal facing; economic development and choice and accessibility were too redundant and were combined into “Serve Communities and Support the Economy”.

Discussion about Proposed Guiding Principles

During the meeting, several key points were discussed. It was noted that the narrative should include a vision for 2050, and safety should be considered as a guiding principle. The language regarding the economy in the goals needed clarification. The topic of equity prompted the need for a clear definition that recognizes different stakeholder needs. Resilience and mitigation were discussed, and their fit within the existing principles was considered. Regarding preservation, suggestions were made to use "sustainability," and the importance of maintaining existing assets for future modernization was emphasized. Alternative terms such as "maintenance," "asset management," "caretaking," "preservation," or "stewardship" were proposed. Balancing modernization and preservation were acknowledged as challenging, with "modernization" deemed a better term. Lastly, it was noted that engagement should be supported in the subtext, and the last principle should consider encompassing public health and quality of life impacts, beyond just experience.

Questions

- Lindsey Mendelson.: Can Justice40 be a part of the Equity guiding principle?
 - Justice40 will be considered as a tool for assessing performance measures.

- Deborah Price: Could the sections of resilience and preservation be put under sustainability of the entire system?
 - We will consider if it makes sense to combine these guiding principles into sustainability but will want to make sure we do not lose any of the intended meaning.
- Dr. Shima Hamidi: We have resiliency but what about mitigation? Does it fit within the existing list of principles?
 - Mitigation is addressed in the Environmental Stewardship goal.

Discussion about Proposed Goals

In discussing the proposed goals, safety and serving communities received positive feedback, while the relationship between guiding principles and goals require clarification. Under "Enhance Safety and Security," the suggestion to use "ensure" instead of "enhance" was discussed, along with the inclusion of quality words like convenient, seamless, and integrated. For "Deliver System Quality," the need for a better definition of "high-quality" was highlighted, focusing on user experience or system performance, as well as to add "integrated." In "Promote Environmental Stewardship," the explicit reference to advancing environmental justice and improving climate, air, and water quality was suggested. Finally, no specific comments were made for "Serve Communities and Support the Economy."

Discussion about Key Outcomes

In the meeting, several important points were discussed across different topics. The need for consistency in displaying outcomes with quantifiable numbers was highlighted, along with the suggestion to rearrange goals and outcomes to better align their focus. Specific discussions revolved around enhancing safety and security, clarifying terms like "clearance time" and reconsidering the timeline for Vision Zero. Delivering system quality involved considerations such as public transit reliability, active network connectivity, and inclusivity of all modes. Promoting environmental stewardship encompassed updating emission reduction targets, incorporating electric vehicles and infrastructure, and pursuing sustainable infrastructure transformation. Serving communities and the economy emphasized equitable access, walking and biking infrastructure, transit improvements for disadvantaged areas, and the adoption of decentralized and renewable energy. These discussions contributed to refining the goals and outcomes for the 2050 MTP, ensuring a comprehensive and impactful transportation plan for the future.

Enhance Safety and Security

The key discussion focused on the following topics, which will be considered as we develop the 2050 MTP Key outcomes and the performance measures working with this Committee and with consideration of the public feedback.

- Clarification needed on the term "clearance time" and its relevance to safety.

- The timeline for Vision Zero should be reconsidered, as 2050 seems too distant for meaningful impact.
 - We can include the 2030 Vision Zero goal/target here.
- The concentration of fatalities in underserved areas and the use of data-driven tools to identify high-risk areas were proposed.

Deliver System Quality

- Consideration of public transit reliability, including on-time performance and addressing ghost buses.
- Proposal for a metric to evaluate active network connectivity, such as sidewalk saturation and bike lane connectivity.
- Inclusion of all modes, including ports and freight rail, in the evaluation of system quality.

Promote Environmental Stewardship

- Updating GHG emission reduction targets to align with regional goals.
- Addition of electric vehicles (EV), EV infrastructure, and electrification of public transit as outcomes.
- Focus on sustainable infrastructure transformation, integrating green elements and prioritizing investments in public transit and active transportation.

Serve Communities and Support the Economy

- Attention to disadvantaged communities and equitable access.
- Encouragement of walking and biking through improved infrastructure for pedestrians and bicyclists.
- Consideration of transit-dependent communities and setting specific measures for transit improvements.
- Proposal for decentralized and renewable energy as a focus area.
- It was noted that much of the state's walking/biking infrastructure is owned by a combination of local and state jurisdictions, which should be considered when developing key outcomes and performance measures.

Next Steps

The Chair noted that the team will be sharing the initial list of performance measures in about a week to review in advance of the next meeting, which is scheduled for June 8th at 1 pm.

Upcoming meetings

- Thursday, June 8th – Meeting #2 – overview and guidelines of performance management selection and facilitated discussion of goals and their proposed performance measures
- Tuesday, June 20th – Meeting #3 – any follow up from Meeting #2 and facilitated discussion of any remaining goals and their proposed performance measures
- Tuesday, July 11th – Meeting #4 – review of recommendations and draft report, review of AR requirements, data, and targets, and discuss any suggested improvements to the AR document and to the AR dashboard

Public Comments

Mike Scepaniak said he was confused by the timeline. He sees that the MTP engagement is occurring in the summer. Is this before or after the Committee is done? He does not see an opportunity for the public to shape the MTP.

Michelle Martin responded that MTP public outreach includes comments on surveys and the draft plan throughout this summer and fall, which will include this group's recommendations for goals, guiding principles, key outcomes, performance measures (PM) and targets. While this group will complete their work by July 11, these meetings, they surveys, and the public review of the draft report are when the public will have the opportunity to interact and provide comments.

Mike Scepaniak asked how one can submit comments in writing. He is on the mailing list for the survey but did not see public statement about the ARAC.

Michelle Martin responded that comments can be sent to MDOTMTP@mdot.maryland.gov. Regarding the ARAC meeting series, they were announced on the MDOT website and [ARAC website](#) but MDOT did not put out a press release. Michelle will follow up on this.

Question

- Will there be a press release for each ARAC meeting or the meeting series?
 - All of the ARAC meetings have been posted online.
 - MDOT will evaluate the possibility of a press release related to the MTP and ARAC.

Meeting Conclusion

The Chair concluded the meeting. The meeting summary will be posted online and emailed to the Committee. If the ARAC has any questions, please contact Michelle Martin.