MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Attainment Report Advisory Committee (ARAC) on Goals, Benchmarks, and Indicators Summary of Meeting #4
July 11, 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
- Charlotte Davis – Executive Director, Rural Maryland Council
- Dr. Chester Harvey – National Center for Smart Growth, University of Maryland
- Deborah Price – Demographic Planner, Harford County
- Dennis Enslinger – Gaithersburg Deputy City Manager
- Gustavo Torres – Executive Director, CASA Maryland
- Jaimie McKay – Transit Services Division, Frederick County
- Lindsey Mendelson – Sierra Club Maryland
- Louis Campion – Maryland Motor Truck Association
- Dr. Ting Ma – TRB Standing Committee on Performance Management
- Dr. Mansoureh Jeihani – Morgan State University
- Dr. Shima Hamidi – Johns Hopkins University, Environmental Health & Engineering
- Charles Boyd – Director of Planning Coordination, Maryland Department of Planning
- Robert Holsey Jr., International Union of Operating Engineers, Local 37

Unavailable for Meeting #4

- Derrick Waters – US Treasury IRS
- Jacqueline Allsup – Vice President, Maryland State NAACP
- Ragina Ali – AAA Mid-Atlantic, Maryland & Washington DC
- Sheila Somashekhar – University of Maryland, Purple Line Coalition

Other

- Joe McAndrew, MDOT TSO
- Drew Morrison, MDOT TSO
- Michelle Martin, MDOT TSO
- Deron Lovaas, MDOT TSO
- Peter Moe, MVA
- Kevin Clarke, MAA
- Dominic Scurti, MPA
- Aviva Klugh, MDOT TSO
- Jacqueline Djomo, MVA
- Megan Jansen, MVA

- Kelley Dolan, MDOT TSO
- Corey Stottlemyer, MDOT TSO
- Parto Mazdeyasni, MPA
- Christopher Parris, MDTA
- Toria Lassiter, SHA
- Virginia Burke, MDOT TSO
- Caitlin S.
- Jessica Shearer, Blackwater/SHA Consultant

- Cole Greene, MTA
- Doug Mowbray, MVA
- Ross Turlington, MTA
- Tom Harrington, CS/ARAC Consultant
- Emma Stockton, CS/ARAC Consultant
- Monika Pal, CS/ARAC Consultant
- Nimisha Deshwal, CS/ARAC Consultant
- Kaiqi Zhang, FITP/ARAC Consultant

Introduction & Overview

The fourth meeting of the ARAC (Attainment Report Advisory Committee) was held on July 11th 2023. The meeting was called to order by the Chair, Dr. Mansoureh Jeihani, who welcomed all the Committee members and guests in attendance. The Chair initiated a roll call to ensure all members were present. The Chair requested that all Maryland Department of Transportation (MDOT) staff, MDOT consultant staff, and any members of the public introduce themselves through the Teams chat feature.

Assistant Secretary Joe McAndrew thanked everyone for their participation and feedback in all of the ARAC meetings. There has been a wealth of thoughtful engagement and consideration made by the participants towards the development of the Maryland Transportation Plan (MTP) and the development of the Attainment Report (AR) performance measures. He indicated that the Secretary joins him in thanking ARAC members for their time and efforts.

Joe McAndrew noted that the feedback received through this group and through the public surveys will continue to shape the MTP. Joe confirmed that a large part of the feedback will be reflected in the Attainment Report, although much of the feedback will also inform the MTP strategies for implementing the statewide long-range transportation plan in the short, near and long-term. Joe McAndrew concluded that he was confident that the MTP will allow MDOT to be more sustainable, more equitable and make continued progress towards our shared goals.

Dr. Jeihani then handed the meeting over to Michelle Martin from MDOT, who provided a concise overview of the initial MTP survey #2 results and elaborated on some ARAC follow up items.

Michelle Martin shared that the ARAC survey received a total of 2,017 responses, the second survey was focused on getting public input about the desired outcomes of the MTP, and on the transportation needs and investment priorities of the State. She shared a heat map that illustrated really good geographic coverage with the majority of responses from

central Maryland. She further provided an overview of the main insights derived from the survey in relation to the four goals and key outcomes.

Next, Michelle Martin led a discussion on the ARAC follow up items. During the discussion on the definition and tools for equity, Dr. Chester Harvey inquired upon the distinction between overburdened communities and underserved communities, and whether both the overburdened and underserved criteria need to be met. Michelle Martin responded that the data being discussed are considered together and a community that meets either definition would be included. Tom Harrington from Cambridge Systematics agreed, and confirmed after the meeting that this was true. The discussion moved to pollution in overburdened communities with Michelle Martin sharing that since air quality is assessed at a statewide level, isolating localized impacts at present is difficult however the team has flagged it as a candidate for future measures. Additionally, after internal discussions to address the Committee's concern on job access, the team has chosen to condense these measures into two measures that will be discussed later in the meeting. Michelle Martin then elaborated on Vehicle Miles Traveled (VMT) per capita targets and presentation mediums for the executive summary and the appendix.

On the follow up for VMT per capita measure, Lindsey Mendelson expressed appreciation on the addition of the performance measure and target but shared that it would be beneficial if there was also a 2030 target for VMT per capita to help achieve emission reductions. Michelle Martin agreed to further explore the possibility of including this target. Dr. Chester Harvey and Ben Groff both expressed support for the 2030 target, referencing research that suggests a need for a 20% reduction from the 2019 baseline by 2030 to meet state and regional climate goals.

The group discussed House Bill 009 (2023), which focuses on Equity in the Transportation Sector and became effective as of June 1st, 2023. The Committee generally identified that data on persons with disabilities is harder to obtain than other equity indicators. The AR team investigated whether the Council on Climate & Economic Justice Screening Tool (CEJST) for equity analysis clearly tracks persons with disabilities. Disabilities are not clearly tracked in CEJST, but federal agencies are currently updating analysis tools. MDOT is committed to evaluating analysis tools as the modal administrations analyze performance measures under the 2050 MTP. MDOT staff noted that several proposed AR measures do track benefits to persons with disabilities, such as ADA-compliant sidewalks, transit ridership by persons with disabilities, and level of traffic stress.

Lindsey Mendelson suggested including the percentage of ADA accessible stops/stations as a possible measure. Cole Greene from MTA confirmed that MTA does track ADA compliance at the station level, however this data is not updated annually. Additionally, since most bus stops are under local jurisdiction, MDOT can partner with them on investments but cannot actively intervene. Lindsey Mendelson provided the reference to the target in the Central Maryland Regional Transit Plan and requested consideration of this

measure/target (based on baseline, 2025 target, and 2045 target):
https://rtp.mta.maryland.gov/docs/Connecting_Our_Future_RTP_CentralMD.pdf.

Percent of stops and stations that are ADA accessible	19%	30%	100%

Dennis Enslinger inquired whether the current performance measures are in compliance with the goals outlined in the new Climate Solutions Now Act (CSNA) of 2022. Michelle Martin confirmed that it was a requirement for the AR Report to be compliant with the CSNA.

Review of Performance Measures Recommendations with Proposed Targets

Objective Summary: Goal - Enhance Safety & Security

Michelle Martin and the consultant team shared any changes in the performance measures and the recommendations with the Advisory Committee. The team discussed current definitions, changes to objectives and performance measures as well as proposed targets to the Committee. Comments from the ARAC included:

- Dennis Ensliger inquired whether "serious" injuries should be included in the railroad grade crossing and in the equity measure. Michelle Martin agreed to follow up with relevant departments for further clarification. After consultation with modal administrations, measures will reflect the injury scale that they each must be reported. For example, railroads have a different reporting scale for injuries than highway injuries. The injury scales will be included in the AR report as well as a footnote explaining why the types of injuries reported is different. The equity safety measure will be comparing the difference between statewide outcomes and overburdened/underserved areas.
- Dr. Ting Ma inquired if disadvantaged areas was different from Underserved and Overburdened Communities and whether the distinction was reported in the report. Tom Harrington shared that certain terms were kept to maintain the integrity of their definitions as defined by federal standards. However, in such cases, a footnote has been provided in the report for the purposes of clarity. Doug Mowbray from MHSO elaborated that data acquired from entities and tools outside MDOT comes with the caveat of following a completely new methodology. In such cases using terminology consistent with the tool or entity is the best course of action.
- Dennis Enslinger suggested that the team ensure consistency in uniform nomenclature for the performance measures. He also inquired if it was possible to

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increase the annual target for Performance Measures 3b[1] and 3c[2] to reach them faster. For example, for measures with a short-term target of 2% per year, will the long-term target of 100% be achieved? Michelle Martin agreed to bring uniformity to the Target language and follow up with the subject matter expert on the annual targets. Due to recent updates from SHA, the targets that were not consistent have been changed and are now consistent when feasible.

- Dennis Enslinger also raised a concern on how realistic or aspirational the performance measures were. Examples mentioned were the measures on roadway clearance times and incident response. He advised MDOT to keep the performance measures as realistically achievable as possible.

Key discussion points included:

1. Definition of serious injuries: Why "serious" injuries was the measure for equity results. Further clarification was sought regarding the definition and its alignment with data reporting, and the current performance measures match the needs of MDOT for state and federal requirements.
2. Overburdened/underserved communities: There was a suggestion that the term "historically disadvantaged" should be changed to be consistent with "overburdened/underserved" communities. However, MDOT staff indicated that this discrepancy is due to different reporting language and is appropriate as it is currently written in the performance measures. MDOT will clarify the distinction in the footnotes of the ARAC Report and the AR Report. Additionally, the AR Report will also include a discussion of equity measures and language.
3. Feasibility of targets: There were concerns raised about the achievability of the 15-minute and 20-year targets, suggesting the importance of setting realistic expectations rather than solely aspirational goals.

Based on follow-up discussions after the fourth meeting, performance measures with targets as "TBD" will have targets added wherever possible into the ARAC Report, some after the baseline data is collected. Additionally, all MTA-operated Baltimore-area buses are to be referred to as "Local Buses" in all Performance Measures instead of "Core Buses.

Objective Summary: Goal - Deliver System Quality

Michelle and the consultant team shared any changes in the performance measures and the recommendations with the Advisory Committee associated with the second goal. Overall, the discussion revolved around evaluating the realism of targets and ensuring the inclusion of relevant metrics to capture the reliability of transit service. Michelle shared that two

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[1] Percentage of State-Owned Roadway Directional Miles Within Urban Areas That Have Sidewalks (MFR)

[2] Percents of Sidewalks that Meet ADA Compliance (MFR)

performance measures have been dropped to keep the report crisp and clear. Comments from the ARAC included:

- Dennis Enslinger reiterated the importance of having realistic targets that are achievable. Drew Morrison assured the Committee that most targets are realistic though aspirational targets are also set to encourage the Department to strive towards being better. Some measures with very high targets are due to historical data.
- Two measures should be clarified: Truck hours of delay – should be clear that this target is in hours, not dollars, and MVA Cost Per Transaction should be tracked in constant dollars (or noted if different). The truck hours of delay target will be updated to include "hours" and after internal discussions at MDOT, all cost measures will continue to be reported in current dollars and noted as so with the exception of the CTP totals which already reports in current and constant dollars.
- Lindsey Mendelson inquired on whether MDOT Transit Service Provided On-Time incorporated the delivery of service. Cole Greene explained that the measure typically focuses on on-time performance (OTP) percentage. Lindsey Mendelson followed up by asking for the inclusion of service delivery percentage to capture the full picture of reliability. Lindsey Mendelson also highlighted concerns regarding buses not showing up on time and schedules not being met due to operator shortages and other issues. The discussion generally emphasized the importance of setting achievable goals while also addressing the broader aspects of service delivery. Cole Greene agreed to look into including service delivery percentage in the reporting. However, MTA is not able to report out service delivery data at this time.

The key points in the discussion included:

1. Realistic targets: Targets should be realistic as well as achievable and not entirely aspirational.
2. Capturing reliability issues: Reliability issues related to service delivery and operations are not currently captured in the on-time performance measure, additional metrics might be needed to address service delivery.

Objective Summary: Serve Communities and Support the Economy

Michelle and the consultant team shared any changes in the performance measures and the recommendations associated with serving the communities and supporting the economy. Michelle acknowledged that changes have been made to some terms for suitability reasons. Comments from the ARAC included:

- Dr. Chester Harvey inquired whether there was an intent behind presenting the commute mode share without a target and whether it can be set consistent with the 20% VMT reduction requirement. Michelle Martin clarified that there was no target

set for commute share and it was largely reported for the purposes of tracking mode share from a TDM perspective. Dr. Chester Harvey offered to come up with a recommended target. After internal deliberation, MDOT decided to add targets for the commute mode share performance measure and will continue to sharing the performance measures without targets in the MFR and AR for tracking purposes.

- Dr. Chester Harvey and Dennis Enslinger expressed concerns about including measures without established targets, as it seems incongruous with the purpose of performance measures. They emphasized the importance of having specific targets to guide progress. Michelle Martin clarified that some measures are designated as having no target since they are essentially numeric trends, such as volume.
- Dominic Scurti explained that certain factors, like those related to the Port are beyond their control and influence, making it challenging to set targets for those measures. Louis Campion suggested focusing only on MPA terminals as opposed to all terminals to circumvent the data that is beyond the purview of MDOT.
- A question was raised about measures with no targets. Dr. Ting Ma shared that for DC they have two types of performance measures – key performance indicators (KPIs) with targets and contextual/output measures without targets. The workload/contextual measures exist to track the performance and activities to understand the situation but with no obvious target.
- Dr. Shima Hamidi inquired about how the TOD objective is being captured in the performance measures. Michelle Martin clarified that two performance measures associated with access had a TOD component though it was not explicitly mentioned: % of population and jobs within a ½ mile/walking distance of transit.
- Concerns were raised about language clarity in specific measures. Dr. Ting Ma suggested dropping the word "area" from a measure related to access to transit by overburdened/underserved areas, and also highlighted the redundancy in the language used in the measure of "Ratio of percentage of CTP investment that is in overburdened and underserved communities to the percentage of the statewide population." The ARAC team will update the transit measure with an extra "area" and have updated the second measure to "Relative percentage of CTP investment that is in overburdened and underserved communities."

Overall, the discussion centered around the need for clear targets in measures, challenges with setting targets for certain factors, and suggestions for improving the language and clarity of specific performance measures. The key points in the discussion included:

1. Targets for measures: Targets need to be set for performance measures in order to track progress. Contextual statistics should be avoided since they do not have an achievable target defined or they should be noted as such.

Objective Summary: Promote Environmental Stewardship

Michelle and the consultant team shared any changes in the performance measures and the recommendations associated with the environmental goal. Comments from the ARAC included:

- Dr. Chester Harvey and Lindsey Mendelson expressed the need for clarity and consistency in setting a VMT per capita reduction target. Dr. Harvey noted that the 20% reduction goal by 2030, consistent with other policies, is reasonable. Lindsey Mendelson emphasized the need for a 2030 target for implementing the Climate Solutions Now Act - 20% VMT per capita reduction is aggressive for 2030, it should be 15% or so.
- Dr. Chester Harvey suggested that if the horizon year was 2050 then maybe an interim target would be useful as well. Dr. Jeihani suggested that the targets could be revised to a 15% reduction by 2030 and a 30% reduction by 2050. Michelle Martin shared that an aggressive target would require significant state resources to achieve.
- Deron Lovaas confirmed that the baseline for the VMT per capita reduction target is 2019, which was considered a "normal year." Dennis Enslinger stressed the importance of using the same baseline for consistency in measuring progress (in 2030 and 2050).
- Dennis Enslinger suggested the alternative of using staggered targets of 5%, 7%, and 9%.
- Dr. Chester Harvey advocated for keeping targets aspirational instead of realistic in the case of VMT since it will help drive the Department towards the overarching climate goals. He noted the aspirational goal for safety where it is also statistically unreasonable for us to expect 0 deaths by 2030, or ever, but that is the policy goal. The CSNA targets 40% carbon reductions over 2006 by 2031, so the AR should be consistent with that goal for VMT per capita reductions to contribute half of the transportation contribution toward that goal, even if it's somewhat aspirational. Dr. Jeihani agreed with aspirational goal concept. Dr. Harvey noted that we should at least have some target for 2030 for consistency with other policies - a low goal is better than no goal at all.

Overall, the discussion centered around the accuracy of a VMT per capita target in the near term and long term.

1. VMT per capita reduction target: The 20% VMT per capita reduction goal by 2030, consistent with other policies, should be considered.
2. Baseline and consistency: The Committee agreed upon using 2019 as the baseline for the purposes of staying consistent in 2030 and 2050.
3. Ambitious goals: The Committee argued in favor of setting ambitious goals, citing the example of the aspirational policy goal of zero deaths by 2030. It was suggested

that an aspirational VMT per capita reduction target could contribute significantly to overall transportation goals, even if it may be statistically challenging.

4. Proposed reduction targets: Several alternatives for the VMT per capita reduction targets were presented. The Committee also supported the idea of having some form of 2030 goal if the horizon 2050 was maintained. After internal discussions at MDOT, the VMT per capita reduction targets will be 10% by 2030 and 20% by 2050.

5. "Public" will be added in references to charging ports in the Environmental goal.

Review of the Draft Report

During the discussion, Dennis Enslinger suggested that providing year-to-year comparisons on the online dashboard would offer more contextual information. He mentioned that this approach would help users understand that the visualization is cumulative. Michelle Martin acknowledged that typically, the dashboard contains 10-year data trends. Dennis Enslinger stated and the Committee agreed that having MDOT-wide performance data, or links to other MDOT performance websites, accessible from one website location would be helpful. This idea will be added to the ARAC report.

Dennis Enslinger also suggested that it must be acknowledged somewhere in the report that some targets are aspirational since MDOT may not have the resources to bring it to fruition. Chuck Boyd agreed and emphasized upon the importance of considering budget limitations. It was noted that the ARAC report may want to highlight this issue – that MDOT should look at the funding needed to achieve targets.

Chuck Boyd also suggested minimizing the production of physical copies that would end up in libraries and instead keeping most of the information in a digital format. Michelle Martin agreed, noting that the Executive Summary (ES) would be available in both hard copy (limited prints) and online formats, while the full report would be exclusively available online. She also shared that they will be discontinuing the AR Story Map due to low traffic in the past.
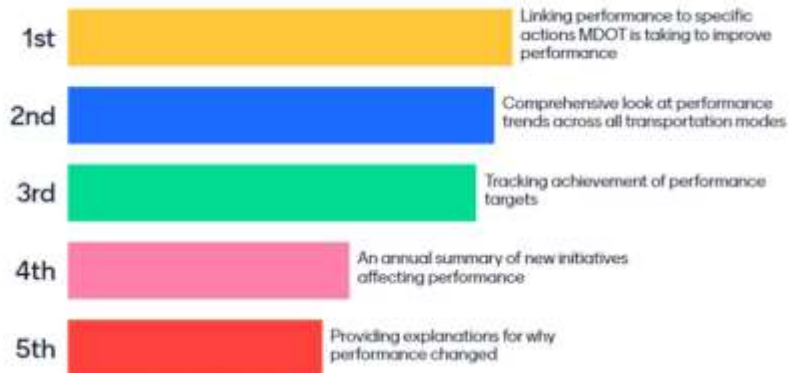
The team then asked the Committee to respond to polls inquiring about their overall thoughts on the draft report as well as the most useful features of the Attainment Report.

RESULTS OF THE POLL

Public Comments

Jennifer Kunze, representing the Environmental Clear Water Action, brought attention to the Transportation Equity Act recently passed and enacted on June 1st. She emphasized the importance of the Committee recommending measurable transportation indicators to address racial, disability, and low-income disparities. She highlighted the need to incorporate equity considerations into transportation planning and decision-making processes. Michelle Martin agreed and noted that the Committee had some discussions earlier in the meeting.

Meeting Conclusion

Dr. Jeihani concluded the meeting and informed the attendees that the meeting summaries would be posted online and emailed to the Committee. She encouraged the participants to send their final comments on the draft ARAC by July 14th to Michelle Martin. ARAC Members will be sent the Final Report by the end of July.

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