

BALTIMORE REGIONAL TRANSPORTATION BOARD

November 27, 2018
Baltimore Metropolitan Council
9:04 to 10:38 A.M.

MINUTES

The 303rd meeting was called to order at 9:04 A.M. by the Chair, Ms. Michelle Pourciau.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the October 23, 2018 BRTB meeting was made by Ms. Pourciau. A motion was made by Mr. Clive Graham to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

The following members of the public provided verbal testimony:

- Mr. Kevin Racine, resident of Harford County, expressed frustration that, despite having spoken about the issue before, he continues to have problems using the reduced fare transit pass provided to him as a person with a disability. He continues to be charged different fares with different transit drivers. Further, every time he has to spend his limited income on higher transit fares that is income he cannot use for other needs and without a receipt, he is not even able to show staff at social services how he is using his funds or provide proof to MTA about problems he's having with the cards. Although someone at MTA reached out to him, the staff person became frustrated and told him he didn't understand. Mr. Racine reiterated that he doesn't expect to get transit service door-to-door from Baltimore to his house in Harford County. He simply wants to use his transit passes as issued. Mr. Racine asked to know why it is so difficult to get this system working so that all transit drivers know the rules.
- Ms. Avis Ransom reported she is speaking today as a citizen, but wanted to mention a number of organizations she is affiliated with. She is a member of the Baltimore Black Worker Center, a previous member of Baltimore WIB, co-founder and board member of Job Opportunities Task Force, a member of the Baltimore Transit Equity Coalition, and a Baltimore Algebra Project board member.

Noting a history of disregard for citizens of Baltimore, particularly those who are black or brown, Ms. Ransom challenged the BRTB to step up to the task of addressing race-baiting and dog-whistling in the transit development process in the city and state. Ms. Ransom mentioned three such instances: the cancellation of the Red Line in 2015 – which resulted in the loss of billions of dollars; the 18-month operation of the Baltimore Metro subway with tracks in serious disrepair; and recent fearmongering about criminals and drugs coming from Baltimore to the suburbs via transit.

Ms. Ransom acknowledged that many may be uncomfortable with a discussion of race and equity and that this is natural and normal. However, she said it is critical the BRTB recognize the ways in which local politicians and agencies are disregarding the well-being of black and brown citizens – and, in doing so, are undermining the economic development of the entire region because a robust regional economy depends on the ability of Baltimore City residents to be able to access jobs and opportunities throughout the various jurisdictions in the region.

She urged the BRTB members to make their voices heard when these kinds of policies and positions are taken and to be open to hearing and seeing the ways in which policies, agencies, and politicians, are ignoring the burdens transportation policies and decision-making are placing on poor black and brown citizens in the region.

Citing Title VI of the 1964 Civil Rights Act, Ms. Ransom stated that this law backs up the responsibility – as citizens, organizations, and boards such as the BRTB – to ensure there are not negative impacts on segments of the population by virtue of their race, color, or national origin.

- Ms. Brigitte Dumais, an organizer with the Maryland Fight for 15 Campaign, representing 1199SEIU United Healthcare Workers East, Maryland's largest Healthcare workers union, representing over 5,000 workers in the greater Baltimore region.

Ms. Dumais reported that low wages combined with a lack of reliable public transportation are major points of stress for many of their union members. In the healthcare field, there are no "grace periods" for tardiness so every minute a healthcare worker is late to work puts them at risk of losing their job, makes patients experience longer wait times, and lowers the overall quality of patient care.

She shared that she hears stories daily from Baltimoreans struggling to get by, including one from a BWI Airport contract worker who depends on a combination of bus and Light Rail to get to and from the airport. Her commute is three hours one way and reduces her free time for rest, social activities, and spending time with family. Ms. Dumais emphasized that no one should have to spend six hours a day just to get to and from work.

Ms. Dumais stressed the need to invest in accessible and reliable public transit with balanced planning and expenditure, offering multiple transportation options. Expanding bus and rail service is an opportunity for the greater Baltimore region to fuel community development, create jobs, and bring businesses to economically disadvantaged areas. Communities that have been disenfranchised can become economically empowered when they have access to equitable public transportation.

Lastly, Ms. Dumais respectfully urged the BRTB to take immediate action by:

- commissioning a study on transportation that includes data on job creation and job loss;
- organize a conference on developing the region's public transportation system with a focus on racial equity, environmental impact, and community development; and
- urging Mayor Pugh to use her influence as Chairwoman of the Baltimore Regional Transportation Board to stand up for Baltimore when campaigns in the surrounding counties aim to shut down Light Rail services by using racist dog whistles and pushing a harmful, false narrative about Baltimore City's youth.

[Handout: Brigitte Dumais Comments before BRTB on November 27, 2018]

- Mr. Samuel Jordan, President of the Baltimore Transit Equity Coalition (BTEC), expressed ongoing concerns about demands for reductions and/or cancellation of transit services in the Baltimore region, many of which included racially-coded allegations, and the lack of renouncement by BMC or BRTB. Mr. Jordan stated that as the MPO for the region, the BRTB is duty-bound to promote the Title VI of the 1964 Civil Rights Act guarantees for equal access for all to all transportation services. BTEC urges the BRTB to:
 - empower its PAC to work with the BRTB to implement a transportation equity framework;
 - instruct its member jurisdictions in the adoption of enforceable measures that enshrine equal access to transportation services as a bedrock principle;
 - develop a balanced plan and funding stream in the next Regional Long-Range Transportation Plan;
 - conduct a detailed study of a Regional Transportation Authority;
 - convene a regional transportation conference on transportation access; and
 - collaborate with BTEC to further discuss these concerns and others related to transportation equity throughout the region.

[Handout: BTEC Presentation at BRTB November 27, 2018]

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda presented the public involvement report for November:

- Comments were received from Mr. James Leanos – attached for BRTB review.
- BRTB is currently accepting applications for volunteers to serve on the PAC through Tuesday, December 4, 2018. Terms begin January 2019. Applicants are particularly needed from Anne Arundel, Carroll, Harford, Howard, and Queen Anne's Counties. Ms. Monica Haines Benkhedda asked members to share the information about openings with colleagues, community leaders, and organizations in the region. Print applications are available for members of the public in attendance as well.
- BMC is working with local planners to organize over 40 events throughout the region for the Bike to Work Day on Friday, May 17, 2019. If your organization is interested in joining

the Bike to Work Day movement by becoming a sponsor, contact BMC's project manager, Russ Ulrich, at rulrich@baltometro.org. The deadline for participation is January 31.

- Over 60 people joined us on Tuesday, October 30 for our most recent What's on Tap event, featuring Mr. Michael Helta, Chief Innovation Officer for MDOT MTA about their partnership with Transit, a mobile app that provides real-time transit information, simple trip planning, step-by-step navigation, and more.

[HANDOUT: November 2018 Public Involvement Report]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton reported the following from the November PAC meeting:

- Ms. Gladys Hurwitz from MDOT shared information about the revamped Commuter Choice Maryland program.
- BMC provided an update on *Maximize2045: A Performance Based Transportation Plan* and reviewed the project scoring analysis and prioritization process.
- The PAC finalized its recommendation on language for the updated PAC bylaws to add the option for members to participate remotely (via GoToMeeting for example).

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported the following from the November ICG:

- The ICG was briefed on the proposed TIP amendment for Small Urban Transit Systems and determined that the project is exempt from conformity requirements.
- Ms. Tomlinson provided an update on *Maximize2045* progress to date. Most recently the draft project list is nearly compiled and most of the technical prioritization has been completed. Ms. Tomlinson described the environmental aspects that are part of the criteria.
- Considerable attention was given to the methodology for the conformity assessment of the upcoming TIP and Plan. The methodology needs to be agreed upon soon and formally sent to EPA for review. The members agreed to review the draft approach and finalize any comments by the end of November.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Steve Cohoon reported the following from the November TC meeting:

- Resolution #19-13, involves a request by MTA to add federal FTA Section 5339 funds to the 2019-2022 TIP for the Small Urban Transit Systems Capital Assistance project. This project is used for capital assistance to small urban locally operated transit systems (LOTS) throughout the region. The TC recommended this to move this action to the BRTB.

- Resolution #19-14 pertains to proposed changes to the bylaws of the Public Advisory Committee to add and clarify language related to equity concerns and to address remote virtual participation by members who cannot attend meetings. The TC asked the PAC to consider adding remote participation. The PAC did and so the TC recommended this action to move to the BRTB.
- The TC also heard a presentation from MDE on the Maryland Volkswagen Mitigation Plan. The reduction strategies in the plan target the reduction of nitrogen oxide (NOx) emissions from transportation sources, largely heavy-duty vehicles. Maryland was allotted \$75.7M for these projects, and MDE will administer a program under which local jurisdictions can apply for funding for NOx emissions reduction projects.
- The TC also received updates from BMC staff on the status of UPWP tasks. These included an update on the development of *Maximize2045*, the next regional long-range transportation plan, focusing on the status of projects submitted for consideration, as well as a summary of MDOT SHA projects that have gone through the Interagency Review process.
- Other business included distribution of the draft schedule for the FY 2020-2023 TIP and discussion of milestone dates for the development of this document.
- Mr. Cohoon concluded by urging committee members to brief their BRTB counterparts on issues discussed at the TC meetings to minimize uncertainty at BRTB meetings, particularly with respect to resolutions or topics that are more complex or involved.

7. CONSIDERATION OF APPROVAL OF RESOLUTION #19-13

Mr. Todd Lang introduced Resolution #19-13. The Maryland Transit Administration (MDOT MTA) is requesting to add federal FTA Section 5339 funds to the 2019-2022 TIP for the Small Urban Transit Systems Capital Assistance project. The ICG has determined that the project qualifies as exempt and the Technical Committee recommended sending the resolution to the BRTB as presented.

Mr. Jacob Dunkle, MDOT MTA, introduced details of the proposed TIP amendment to the Board. This project is used for capital assistance to small urban locally operated transit systems (LOTS) throughout the region. Developing the TIP for LOTS projects is currently difficult as needs change frequently, resulting in frequent TIP changes. However, MDOT MTA is working on an enhanced asset management protocol with a goal of accurately forecasting LOTS needs for two fiscal years. The TIP amendment at hand resulted from an increased apportionment of federal FTA Section 5339 funds. The amendment increases Section 5339 funds in the amount of \$806,000 along with an increase of \$302,000 in matching funds. These funds will be used for one small cutaway replacement bus in Carroll County, two medium buses and mobile radios in Anne Arundel County, and two heavy-duty replacement buses in Howard County.

Ms. Pourciau asked for a motion. Mr. Ramond Robinson made a motion to move Resolution #19-13 and Mr. Graham seconded the motion. Ms. Pourciau asked if there was any discussion

by the members and then by the audience. Members discussed how the use of the funds was determined among competing needs from the LOTS and how this relates to MTA's update of its transit asset management process. Ms. Pourciau asked for a vote and Resolution #19-13 was passed unanimously.

[PowerPoint: MTA Small Urban Transit Systems Capital Assistance TIP Amendment]

8. CONSIDERATION OF APPROVAL OF RESOLUTION #19-14

Ms. Monica Haines Benkhedda shared highlights of the proposed changes to the PAC bylaws. First, the PAC recommended adding a third bullet to Article III, Section 1: Purpose to reflect the third element of the PAC's mission to "Promote equity in the regional transportation planning process." In addition, the PAC is requesting the BRTB's approval to formalize the Ad Hoc Equity Subcommittee by making it a standing subcommittee of the PAC. This would bring the three main subcommittees in line with the three-prong mission of the PAC to address public involvement, policy, and equity.

The PAC also recommends updates to the language under Article II, Section 3 to be in line with Maryland nondiscrimination language, which is more inclusive. Staff also updated Article IV, Section 3 to be in line with the BRTB bylaws regarding selection of new members and the BRTB providing a non-voting liaison to the PAC. Ms. Sally Nash asked if the BRTB needs to provide a liaison to the monthly meetings. Mr. Lang noted that the BRTB has done so in the past and if any members wish to volunteer to serve as liaison they can do so. Alternatively, members could rotate attendance, possibly utilizing the opportunity to host a PAC meeting in their jurisdiction.

Ms. Haines Benkhedda noted that recruitment of members in outlying jurisdictions has been difficult and the TC and PAC discussed the possibility of adding an option for members to participate remotely (via GoToMeeting for example). The recommended policy is that members may participate virtually in up to half of regularly scheduled PAC meetings. In order to maintain quorum, virtual participation in Committee meetings is limited to up to 1/3 of the current Committee membership.

Lastly, the PAC made some minor updates such as Article II, Section 2 by removing the list of jurisdictions to refer to BRTB Bylaws, Article III – Membership, Section I – Voting Membership. Also, the PAC updated the Membership Subcommittee description to match current practice of having the PAC Chairs and Subcommittee Chairs sit on this committee to conduct orientation of new members, work with staff to monitor and address member attendance, and recruit new members when necessary.

Ms. Pourciau asked for a motion to approve Resolution #19-14. Mr. Ramond Robinson made a motion to move the resolution and Ms. Heather Murphy seconded the motion. Ms. Pourciau asked for a vote and Resolution #19-14 was passed unanimously.

[PowerPoint: Highlights of Proposed Changes to the PAC Bylaws]

9. COLUMBIA REDEVELOPMENT PLAN

Mr. Clive Graham started by sharing that Columbia turned 50 years old in 2017. Initially conceived by James Rouse, the Columbia area has decided it needed to be refreshed. In 2007 a Vision was crafted for the redevelopment of Columbia. Originally the Rouse Company managed Columbia development and then they sold the retail portion to GGP (now Westfield) and all else to Howard Hughes Corporation. By 2010 there was a plan for Downtown Columbia and in late 2018 a Redevelopment Monitoring Report was released. The report is centered around four themes: 1) development, 2) transportation and transit, 3) arts and culture, and 4) environment and sustainability.

Mr. Graham focused on the transportation aspects of the report which has led to a better grid system and a site for a new transit center that will be capped with affordable housing. Due to the increasingly vehicle congested area, Howard County is working hard to develop TDM strategies as a local government as well as nearing the point of imposing TDM measures on private developers. Complete streets strategies are all central to the approach. All of this would shift the mode split to a friendlier environment for transit riders, pedestrians and bicyclists.

[PowerPoint: Downtown Columbia – Redevelopment Monitoring Report (2018)]

10. OTHER BUSINESS

- Mr. Lang introduced Mr. Gary Blazinsky, the newest member on the BRTB who will be representing eligible transit agencies in the Baltimore region. Mr. Blazinsky is the Transit Administrator for Harford Transit.
- Mr. Lang announced the next BRTB meeting will be on December 18, 2018.

The meeting adjourned at 10:38 A.M.

11. ATTENDANCE

Members

Holly Arnold, Maryland Transit Administration (MTA)
Gary Blazinsky, Harford County Transit
Alexandra Brun, (for Tad Aburn) MD Department of the Environment
Greg Carski, Baltimore County Department of Public Works
Steve Cohoon, Queen Anne’s County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County, Office of Transportation
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning

Michelle Pourciau, Baltimore City Department of Transportation
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Theresa Alexander, Baltimore Transit Equity Collation (BTEC)
Melissa Badeker, BTEC
Robert Berger, BMC
Yinka Bode-George
Cindy Burch, BMC
Tyson Byrne, MDOT
Maura Dryer, BTEC
Brigette Dumas, BTEC
Jacob Dunkle, MDOT MTA
Monica Haines-Benkhedda, BMC
Terry Freeland, BMC
Don Halligan, BMC
Victor Henry, BMC
Dan Janousek, MDOT
Samuel Jordan, BTEC, President
Todd Lang, BMC
Eric Norton, Chair, Public Advisory Committee
Kevin Racine, Citizen, Harford County
Avis Ransom, BTEC
Lisa Sirota, MDOT SHA
Rev. Marlon Tilghman, Bridge Maryland Inc.
Gillian Spencer, Catonsville Invisibles
Rebecca Smith, BMC
Sara Tomlinson, BMC
Eva Wingven, BTEC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board