

PUBLIC ADVISORY COMMITTEE

Wednesday, August 3, 2016
Baltimore Metropolitan Council
5:35 to 7:34 P.M.

MINUTES

The meeting was called to order at 5:35 P.M. by PAC Vice Chair, Ms. Angela Jones.

1. APPROVAL OF MINUTES

The PAC approved the [July 2016 meeting minutes](#).

2. PRESENTATION: BALTIMORE LINK

Mr. Kevin Quinn, Director of Planning and Capital Programming for the Maryland Transit Administration (MTA) provided an update on revised plans for Baltimore LINK.

Mr. Quinn reminded members that BaltimoreLINK seeks to improve the quality and reliability of MTA bus service, maximize access to frequent transit and strengthen connections between MTA bus and rail systems. In addition, BaltimoreLINK emphasizes access to jobs and services, improving safety and cleanliness, and engaging riders, employees, communities, as well as elected officials in the planning process.

In order to reach these goals, MTA proposes a complete restructuring of the MTA bus system. BaltimoreLINK features a network of CityLINK (high frequency routes), LocalLINK (local routes connecting to CityLINK), and Express BusLINK (limited stop routes into the urban core and suburb-to-suburb) with this three pronged bus network integrating seamlessly with MetroLINK, Light RailLINK, and MobilityLINK. After extensive outreach in Phase One captured over 1,280 comments, MTA reviewed the comments and revised 56 of 65 routes. Mr. Quinn identified a number of specific routes that changed due to comments.

MTA also worked with the Baltimore Metropolitan Council (BMC) to do a comparative analysis using the regional travel demand model to measure transfers, travel time and access to jobs in the current and proposed systems. The Maryland Department of Planning (MDP) also provided GIS mapping to analyze items such as access to human services for vulnerable populations such as people with disabilities.

Mr. Quinn highlighted a number of ways in which the proposed system will benefit people in the region. A key improvement is that 33,600 more people within a ¼ mile of transit will have access and 60,700 more people within a ¼ mile of transit will have access to frequent transit. Another key finding is that the job centers identified by the [Opportunity Collaborative](#) will have better access to transit. MTA also determined that access to vital services will increase, such as to hospitals, pharmacies, supermarkets, public schools, and libraries. The analysis also drilled down to examine service for various populations and households.

Along with route improvements, MTA is also making capital improvements, including: better bus stop signage, branding of vehicles to correspond with signage, transit signal priority, dedicated bus lanes, transfer facilities and linkages to multi-modal opportunities.

Lastly, BaltimoreLINK seeks to improve partnerships with other forms of transportation. Baltimore BikeShare will feature locations at or adjacent to approximately 10 MTA rail facilities. Additionally, MTA is improving bike parking at all rail stations. CarShare will be added to more than 20 MARC Train, Light RailLINK, and MetroLINK parking facilities. MTA will continue to provide funding and support for the Charm City Circulator and a Fort Meade Shuttle. MTA is also launching a pilot program of microtransit. Microtransit is an emerging, scaled down version of mass transit that provides a shared, on-demand, and technology-enabled ride. An example of microtransit is Bridj, which has been described as “pop-up” mass transit.

Following the briefing there was a lengthy question-and-answer session. Mr. Quinn encouraged PAC members to continue to review the updated BaltimoreLINK plan by visiting [BaltimoreLINK.com](#). The revised website features a number of interactive maps, a comparative trip planner, route sheets, maps by jurisdiction and district, and a report on [Phase 1 Public Outreach and How Public Feedback](#) was used to improve the BaltimoreLINK plan. Additional public workshops are scheduled for August and September, with the comment period closing September 30, 2016.

[Presentation: [BaltimoreLINK: A Plan to Connect Baltimore](#)]

3. DISCUSSION: PROCESS FOR REMOVING PROJECTS FROM LONG-RANGE PLANS

In response to a request by the BRTB, members discussed a potential process for removing major projects from the regional long-range transportation plan.

Key items the PAC feel are essential are transparency, providing information or data such as priority scoring, providing an alternative list of projects to be funded, and opportunities for public engagement prior to a final decision being made to cancel a project. In addition, members brainstormed some alternatives to canceling a project such as adding a project to the long-range plan’s list of illustrative projects. Members also discussed potential limitations of various ideas and potential processes.

After much discussion members felt it was important to do further research about potential public involvement techniques and best practices at other planning organizations. The idea was also raised as to whether or not MDOT could come to a future PAC meeting to talk about the planning process between the state and the MPO. Members agreed to conduct further research and revisit at a future meeting.

4. SUBCOMMITTEE REPORTS & ACTION ITEMS

Subcommittee Chairs presented the following subcommittee reports and action items:

- **Public Involvement** – Ms. Beth Wiseman reported that the subcommittee met prior to the PAC meeting and welcomed Mr. Charles Lawrence, an applicant to serve on the PAC. The subcommittee discussed a number of items including:
 - *Public Guide to Decision-Making* – Mr. Terry Freeland attended the subcommittee meeting to present a draft brochure based on the *Public Guide to Decision-Making*, drafted by the PAC in 2015. Members agreed to review the draft brochure this month and provide feedback at the September meeting.
 - Public Comments from 2016 Certification – the subcommittee continued to discuss the public comments and survey responses submitted by the public for the [Federal Certification Review of the BRTB](#) and ideas for improving the public involvement process in response to these comments. Ms. Wiseman noted that one individual asked to be added to an email list for future comment opportunities and the subcommittee recommends that the BRTB reach out to this individual as a potential PAC member. In addition, Ms. Jennifer Perry said that many laypeople would assume that MTA would have information about how to get involved in the planning process. She suggested the BRTB ask MTA to share information about the BRTB on its website.

Ms. Wiseman asked when and how the BRTB plans to respond to these public comments. Ms. Haines Benkhedda reported that the federal team is presenting the report on certification at the August BRTB meeting and staff has inquired as to whether or not the BRTB will issue any additional responses to the public comments.

- **Policy and Legislation** – Mr. Darin Hughes reported the subcommittee received a briefing on an amendment to *Maximize2040: A Performance-Based Transportation Plan* and the 2016-2019 Transportation Improvement Program (TIP) for the Maryland Transportation Authority's (MdTA) [I-95: Moravia Road to the Fort McHenry Tunnel road reconfiguration project](#).

Mr. Hughes presented PAC Resolution #2016-09 in support of this amendment. The PAC voted unanimously to approve PAC Resolution #2016-09.

[PAC Resolution #2016-09 in support of Maximize2040 and TIP Amendment for I-95 project]

5. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Ms. Haines Benkhedda reported that the BRTB voted to approve the following action items at its meeting on July 26: 1) 2016-2019 Transportation Improvement Program (TIP) Amendments for MTA's MARC Rolling Stock Overhauls and Replacement, MARC Improvements, and MARC Facilities as well as Baltimore City's Inner Harbor Water Taxi Terminal project; 2) Amendment to *Maximize2040* for MD 32; 3) Approval of the FY 2017-2020 TIP; 4) Conformity Determination for the FY 2017-2020 TIP and Amended *Maximize2040*; 5) Self-Certification of the regional planning process; and 7) Applications for Federal Assistance through the Transportation Alternatives Set-Aside Program.

In addition, MTA provided an update on BaltimoreLINK, the BRTB elected officers for FY 2017, and BMC staff provided a briefing on proposed MPO Coordination and Planning Area Reform. She also noted that the BRTB reviewed the PAC's comments on the TIP and issued a response via e-mail. Minutes and a calendar of recent and upcoming BRTB meetings are online at baltometro.org.

6. OTHER BUSINESS

Mr. Charles Lawrence thanked the PAC for the opportunity to attend the meeting. He noted his interest in attending future meetings and hopefully serving on the PAC.

Mr. Benjamin Gilardi reported that there are additional workshops being planned to collect public input on proposed locations for Baltimore BikeShare. Members were encouraged to attend these [workshops](#), take an online survey, or suggest a station location at bmorebikeshare.com.

The meeting adjourned at 7:34 P.M.

ATTENDANCE

Members

Terraine Arnold – Arunah Avenue Association
Michael Bishop – Resident, Baltimore City
Michael Davis – Resident, Carroll County
Kevin Engler – Partners In Care
David Fitzpatrick – Resident, Baltimore City
Benjamin Gilardi – Resident, Baltimore City
Mark Howard – Resident, Baltimore County
Darin Hughes – Resident, Baltimore City
Angela Jones – Resident, Baltimore County
Paul Kowzan III – Broadway Area Business Association
Dick Ladd – Resident, Anne Arundel County
Eric Norton – Central Maryland Transportation Alliance
Rita Ossiander – Resident, Baltimore County
Jennifer Perry – Columbia Lighthouse for the Blind
Derrick Sexton – Resident, Baltimore City
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

Staff and Guests

Terry Freeland – Baltimore Metropolitan Council (BMC)
Laura Getty – Maryland Transit Administration
Monica B. Haines Benkhedda – BMC
Charles Lawrence – Resident, Baltimore County
Kevin Quinn – MTA

**A RESOLUTION REGARDING
AN AMENDMENT TO MAXIMIZE2040: A PERFORMANCE-BASED TRANSPORTATION PLAN AND THE
BALTIMORE REGION AMENDED 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

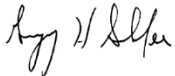
WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan (BRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP)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

- I-95 from Moravia Road to the Fort McHenry Tunnel (FT-3003)

THEREFORE BE IT RESOLVED, the PAC unanimously supports this amendment as presented.

Submitted by;



Gregory H. Shafer
Chairman, BRTB Public Advisory Committee