

## **PUBLIC ADVISORY COMMITTEE**

Wednesday, February 1, 2017  
Baltimore Metropolitan Council  
5:35 to 7:23 P.M.

### **MINUTES**

The meeting was called to order at 5:35 P.M. by PAC Chair, Mr. Eric Norton.

#### **1. PRESENTATION: MAXIMIZE2045 GOALS**

Mr. Todd Lang provided an overview of the draft updated goals and strategies for *Maximize2045: A Performance-Based Transportation Plan*. The goals are similar to what the BRTB approved for the current long-range transportation plan, [Maximize2040](#). The BRTB intends for these proposed revisions to (1) strengthen planning related to system redundancy and evacuation routes, (2) incorporate a new planning factor related to tourism added by Congress to the FAST Act, and (3) acknowledge the need to consider emerging vehicle technologies and shared mobility options in project planning and programming.

Members shared the following comments/questions:

- Can the BRTB prioritize the goals so that they can rank various transportation investments in accordance?
- Suggest adding a goal related to addressing transportation equity and/or a means to evaluate who the various projects benefit or impact and how.

Mr. Lang asked that PAC members send any additional comments to staff or the PAC Google Group by February 6. Staff will share with the Technical Committee at their meeting on February 7.

***[Handout: Draft Goals and Strategies for Maximize2045]***

#### **2. PRESENTATION: OVERVIEW OF TRANSPORTATION EQUITY + ENVIRONMENTAL JUSTICE**

Ms. Haines Benkhedda provided PAC members with a brief overview of Environmental Justice and transportation equity. Ms. Haines Benkhedda began by providing federal statutes such as Title VI of the Civil Rights Act of 1964, protecting individuals from discrimination or exclusion on the basis of race, color, and national origin. Thirty years later, in 1994, Executive Order 12998 was issued, directing every Federal agency (and those receiving federal funds) to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations."

She went on to explain that though environmental justice is clearly linked to civil rights, many early efforts focused on the unequal distribution of environmental burdens such as siting hazardous waste facilities or contaminated water and soil. As such, the term transportation equity is also used at times and was included in the name of the 1998 federal surface transportation funding bill and legislation: Transportation Equity Act for the 21st Century (TEA-21).

Ms. Haines Benkhedda went on to share some statistics related to transportation and environmental justice and equity, emphasizing the importance of considering and addressing the effect on people's lives. For example, low- and moderate income households are reported to spend approximately 42% of their total income on transportation.

Next, Ms. Haines Benkhedda shared some of the ways the BRTB addresses Title VI and environmental justice, including its vulnerable population index (VPI) tool. Lastly, Ms. Haines Benkhedda shifted the conversation to possible ways in which the PAC could use an equity lens to look at transportation investments and policies, as well as some resources for more information.

**[Presentation: [Environmental Justice + Transportation Equity 101](#)]**

### **3. DISCUSSION: PROPOSAL FOR AN AD-HOC TRANSPORTATION EQUITY SUBCOMMITTEE**

Mr. Norton reminded PAC members of the proposal for a new Ad-Hoc Transportation Equity Subcommittee. Members discussed their ideas about what such a committee could do, including using an equity lens to consider project selection, evaluate the planning and public involvement process, and shining a light on equity issues in the region.

Ms. Tafadzwa Gwitira made a motion, seconded by Mr. Benjamin Gilardi, for the PAC to approve the creation of an ad hoc subcommittee on transportation equity. The PAC voted, with one abstention by Mr. Dick Ladd, to approve this subcommittee.

Mr. Norton asked that any members who would like to serve on the Ad Hoc Equity committee were notify him or Ms. Haines Benkhedda.

**[Handout: [Proposal for Ad Hoc Equity Subcommittee](#)]**

### **4. PAC SUBCOMMITTEE REPORTS & ACTION ITEMS**

- **Policy and Legislation** – Mr. Eric Norton reported that the subcommittee met to learn more about the 2017-2020 Transportation Improvement Program (TIP) amendments to [fund BaltimoreLink and MTA transit vehicle updates](#).

The subcommittee also briefly discussed some of their goals and actions for 2017, including providing input on *Maximize2045* throughout the process. Members requested a regular update about *Maximize2045* on the monthly PAC agenda.

Lastly, Mr. Norton noted that this subcommittee is seeking a chair for 2017.

- **Public Involvement** – Ms. Beth Wiseman reported that the subcommittee met before the meeting and discussed their goals and actions for 2017. They also heard from Ms. Janet Eveland

about her concerns regarding a public input meeting on the Hanover Street Bridge Multimodal Corridor Plan.

## 5. APPROVAL OF MINUTES

The PAC voted to approve the [January 2017 meeting minutes](#).

## 6. OTHER BUSINESS

Mr. Lang reported on the following:

- [January 2017 BRTB Meeting](#) – Mr. Lang reported that the BRTB had a joint meeting with the Baltimore Metropolitan Council board elected officials and appointed representatives on Tuesday, January 24 at the Maryland Port Administration Cruise Terminal.

At this meeting, the BRTB approved the following:

- Amendments to the 2017-2020 TIP to update funding for the following projects: MD 32 (Linden Church Road to I-70); MD 175 (National Business Parkway to McCarron Court); and Masonville Cove Multimodal Transportation Feasibility Study project.
- Funding for two applications in the Rural and Small Urban categories of the FY 2018-2019 Section 5310 Program.
- Endorsement of the Purpose and Need Statement for the I-95 Access Improvements supporting development at Port Covington.

The BRTB also received presentations about the Maryland Port Administration (MPA) and the Port Covington development. Minutes and a list of BRTB meetings are online at [baltometro.org](http://baltometro.org).

- [BRTB FY 2018-2019 Annual Budget and Work Plan](#) – The BRTB will welcome public comments on a draft Budget & Work Program for Fiscal Years 2018-2019 from Friday, February 17 through to Tuesday, March 21. The BRTB develops this list of regional transportation planning activities every two fiscal years. This plan includes funding for planning activities for July 1, 2017 through June 30, 2019.

Mr. Lang provided highlights of the UPWP and asked the PAC members to review the draft and see if they would like to recommend a new focus area or provide input on the various tasks.

Members asked if progress reports on the UPWP are available online.

PAC members made the following announcements:

- Mr. Benjamin Groff announced that and Baltimore City Council and community members are hosting a "*Bake Sale for Buses*" on Thursday, February 2 at Frederick Douglass High School. The event is in response to an announcement by MTA that students S-Pass, which allows students to ride MTA buses for free from 5 a.m. through 8 p.m. would be scaled back to 6 p.m. The event organizers seek to raise approximately \$100,000 to buy bus passes for Baltimore schoolchildren who attend after-school activities, such as jobs and programs on campus or at local nonprofits,

would be unable to afford the ride home and therefore unable to participate in these important enrichment programs.

- Mr. Norton announced that the Central Maryland Transportation Alliance is launching a 7-week Citizens Academy, modeled after a program in Denver, this Spring. A call for applicants will go out mid-February and potential candidates for the program can contact him for more details.

The meeting adjourned at 7:23 P.M.

## **ATTENDANCE**

### ***Members***

Lindsey Bishop – Resident, Baltimore City  
Michael Bishop – Resident, Baltimore City  
William Cowan – South Baltimore Neighborhood Association  
Michael Davis – Resident, Carroll County  
Tiffany Davis – Resident, Baltimore City  
Kevin Engler – Partners In Care  
Janet Eveland – Resident, Baltimore City  
Benjamin Gilardi – Resident, Baltimore City  
Benjamin Groff – Resident, Baltimore City  
Tafadzwa Gwitira – Resident, Baltimore County  
Yvette Hicks – Resident, Baltimore County  
Mark Howard – 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  
Derrick Sexton – Resident, Baltimore City  
Greg Shafer – Resident, Howard County  
Zack Vacovsky – Resident, Baltimore City  
Paul Verchinski – Howard County Citizens Association (HCCA)  
Jedediah Weeks – Bikemore  
Jennifer Weeks – Resident, Baltimore County  
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

*Proxy designated by: Mark Lotz*

### ***Staff and Guests***

Monica B. Haines Benkhedda – Baltimore Metropolitan Council (BMC)  
Todd Lang – BMC

Suggested new strategies from BMC staff and Queen Anne’s County (all changes shown in red). These new strategies are intended to strengthen planning related to system redundancy and evacuation routes, to incorporate a new planning factor related to tourism that was added in the FAST Act, and to acknowledge the need to consider emerging vehicle technologies and shared mobility options in project planning and programming.

**GOAL: Improve System Security** – Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and man-made disasters.

- Increase redundancy in the overall system. Where this is not possible, look for alternatives to add capacity (including adding capacity through operational improvements) to existing corridors or facilities.
- Review evacuation routes and identify points of limited capacity. Consider alternatives that would improve traffic movement through these points of limited capacity in emergency situations (e.g., improving traffic operations, identifying alternative routes, expanding existing roadways).

**GOAL: Promote Prosperity and Economic Opportunity** – Support the revitalization of communities, the development of activity centers, and the movement of people, goods, and services.

- Invest in new and improved transportation assets and facilities that promote tourism and the movement of tourists within and through the region. This includes (1) improving roadway, transit, pedestrian, and bicycle access to regional and local tourist attractions, (2) analyzing peak travel volumes and times in key tourism corridors, and (3) improving and promoting information systems (e.g., signage, bus service information, smartphone applications) that visitors can use to reach destinations easily and safely.

**GOAL: Promote Informed Decision Making**– Ensure that adopted transportation policies and performance measures guide the regional decision making process and improve and promote decision-making tools for travelers.

- Coordinate transportation investment with state planning policies and local plans regarding tourism, growth, and development (e.g., PlanMaryland).
- Continue to plan for and consider the effects of emerging technologies and increasing vehicle/infrastructure connectivity when moving projects through the project development process. For example, consider the long-term effects of, and infrastructure needs related to, connected and automated vehicle use on traveler safety, roadway congestion, and land use when planning for new and improved transportation facilities. Make project scopes more flexible as needed to accommodate the potential effects of such emerging technologies.
- Continue to plan for and consider the effects of alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.) on traveler safety and security, roadway congestion, and land use.
- Continue to improve information systems (e.g., signage, bus service information, smartphone applications) that all travelers can use to reach destinations easily and safely.

**DRAFT**

## **Mission and activities for PAC Ad Hoc Transportation Equity Subcommittee**

The Ad-Hoc Transportation Equity Subcommittee will consist of at least five voting members and will function as subcommittee to review regionally significant land use and transportation issues, plans and programs, including the Unified Work Plan, the Long Range Transportation Plan, and the Public Participation Plan.

This committee will focus on reviewing regional transportation plans and programs through the lens of equity and environmental justice so as to advocate for the development and implementation of policies and plans that address the crucial role of transportation in providing access to opportunity, schools and health care for minority, vulnerable and low-income populations. Activities include, but are not limited to:

- Support the capacity of the PAC to apply the lens of equity and environmental justice to public participation efforts and transportation investments, policies and plans through relationship-building with transportation equity groups and coordination of presentation and speakers.
- Examine the impact on minority, vulnerable and low-income populations of proposed and current policies, projects, and programs in terms of increased transportation options, reduced isolation, improved affordability and increased access.
- Review measurable outcomes and if those outcomes represent transportation equity for minority, vulnerable and low-income populations.

### **Discussion questions**

- What more do you need to know about transportation equity?
- What would be some of strengths of an Equity Subcommittee?
- What would be some of the challenges of such a Subcommittee?
- What resources/buy-in would be needed?
- What kinds of goals or activities would you suggest if you agree with this idea?