

## PUBLIC ADVISORY COMMITTEE

Wednesday, October 3, 2018  
Baltimore Metropolitan Council  
5:37 to 7:33 P.M.

### MINUTES

Mr. Eric Norton, Chair, called the meeting to order at 5:37 p.m.

#### 1. PRESENTATION: MARYLAND DEPARTMENT OF TRANSPORTATION

Mr. Dan Janousek, Regional Planner in the Maryland Department of Transportation (MDOT) Office of Planning & Capital Programming, shared highlights of the [2040 Maryland Transportation Plan \(MTP\)](#) and [FY 2019-2024 Consolidated Transportation Program \(CTP\)](#).

The MTP establishes the states 20-year vision for multi-modal transportation. MDOT releases the MTP in January 2019 to the Maryland General Assembly, along with the Consolidated Transportation Program (CTP) and Attainment Report on Transportation Performance.

Mr. Janousek shared some statistics about Maryland's transportation system, as well as challenges such as aging infrastructure, shared economy (Uber/Lyft, etc.), autonomous vehicles, climate change, and changing travel trends of millennials and a growing aging population.

As part of the development of the 2040 MTP, MDOT conducted a survey with 5,927 total participants and 4,341 total comments. [MDOT survey results](#) are on the MDOT website.

Mr. Janousek also noted that MDOT updates the state Bicycle and Pedestrian Master Plan at the same time as the MTP. The [draft Bicycle and Pedestrian master plan](#) is open for comment through November 14, 2018.

The FY 2019-2024 Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects across the Department. Through the County Priority Letters and the CTP Fall Tour, MDOT works with residents, businesses, local jurisdictions and elected officials to include projects into the CTP that support the MTP mission and work to meet the MTP goals and objectives. Mr. Janousek shared highlights of the project/program selection criteria for the CTP, funding and the project development process, and how the state evaluates performance of the system.

PAC members asked about the status of the development of long-range plans for the MDOT Maryland Transit Administration's (MTA) light rail, Metro, MARC, and Commuter Bus. Mr.

Janousek was not sure of the specific timeframe but agreed to follow up with staff with that information.

***[Presentation – Maryland’s Consolidated Transportation Program]***

**2. SUBCOMMITTEES REPORTS AND ACTION ITEMS**

- **Membership** – Ms. Monica Haines Benkhedda reported that she shared the proposed changes to the PAC bylaws to reflect the mission of the PAC, including the promotion of equity, to make the Ad Hoc Equity Subcommittee a standing subcommittee of the PAC, and to add more inclusive nondiscrimination language.

The Technical Committee voted to move the bylaws forward with these changes. However, they added a caveat that the PAC and BRTB address the need to obtain better geographic representation of PAC members. Recruitment of members in outlying jurisdictions has been difficult and the Technical Committee members felt that adding an option for members to participate remotely (via GoToMeeting for example) at least part of the year would allow volunteers to more easily attend.

PAC members discussed the changes and agreed that this would be a good policy change. The PAC Chairs agreed to review the Bylaws at their meeting the next week and develop some proposed language to share with members and the BRTB.

Mr. Norton also noted that Mr. Will Cowan will be moving out of state and thanked him for his service on the PAC. Any members wishing to serve as the policy chair should contact Mr. Norton or Ms. Haines Benkhedda.

- **Policy and Legislation** – Mr. Cowan reported that the subcommittee did not meet.
- **Public Involvement** – The subcommittee did not meet.
- **Transportation Equity** – Mr. Norton reported the subcommittee met by phone to further discuss a statement on recent calls by the public and Anne Arundel County Executive Steve Schuh requesting MDOT close stops at the Ferndale and Linthicum stations, and serve North Linthicum and the Cromwell Station/Dorsey Road terminus only during peak hours. The subcommittee members updated the statement with suggestions from the PAC members at the September meeting.

After a lengthy discussion and several changes to the draft, the PAC voted to approve PAC Resolution #2018-07 (with one member voting No).

***[PAC Resolution #2018-07 Regarding Calls to Close Light Rail Stations]***

**4. APPROVAL OF MINUTES**

The PAC approved the September 2018 minutes.

## 6. OTHER BUSINESS

- Mr. Norton reported the September 25<sup>th</sup> BRTB included approval of amendments to fund I-95 Northbound Section 200 ETLs and I-95 Port Covington Related Access Improvements; approval of a 2017 Bus and Bus Facilities Program (5339) grant by MDOT MTA called *Beyond the Bus Stop* project; and approval of the financial forecast for *Maximize2045: A performance-based Transportation Plan*. Minutes. A list of upcoming events are online at [baltometro.org](http://baltometro.org).
- Ms. Haines Benkhedda reported that planning continues for *Maximize2045*. BRTB members have submitted their draft list of projects for *Maximize2045*. Staff are reviewing this list and will share with the BRTB committees and the public in November. Following this, the BRTB will conduct a prioritization scoring process of the candidate projects.
- BMC will host the next *What's on Tap* event at Diamondback Brewery on October 30, 2018 featuring Mr. Michael Helta who will share information about the app "Transit" being used by MDOT MTA. Details are posted on BMC's website.

The meeting adjourned at 7:33 P.M.

## ATTENDANCE

### Members

Celeste Chavis – Morgan State University  
Will Cowan – South Baltimore Neighborhood Association  
Ben Groff – Resident, Baltimore City  
Yvette Hicks – Resident, Baltimore City  
Mark Howard – Resident, Baltimore County  
Angela Jones – Resident, Baltimore County  
Dick Ladd – Resident, Anne Arundel County  
Mark Lotz – Resident, Harford County  
Eric Norton – Central Maryland Transportation Alliance  
Karin Olsen – Resident, Baltimore County  
Derrick Sexton – Resident, Baltimore City  
Zack Vacovsky – Resident, Baltimore City  
Paul Verchinski – Resident, Howard County  
Jed Weeks – Bikemore  
Jennifer Weeks – Resident, Baltimore County  
Daniel Yi – Resident, Howard County

Proxy Designated by: T. Gwitira

### Staff and Guests

Dan Janousek – Maryland Department of Transportation  
Monica Haines Benkhedda – Baltimore Metropolitan Council (BMC)  
Don Halligan – BMC

**A RESOLUTION REGARDING CALLS TO CLOSE LIGHT RAIL STATIONS  
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE 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, 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 recent calls from Anne Arundel County Executive Steve Schuh, two State Senate candidates and several community representatives, to close Light Rail stations and reduce Light Rail service in parts of Northern Anne Arundel County;

**THEREFORE, be it resolved**, the PAC submits the following statement:

We thank Governor Larry Hogan for rejecting these calls and for responding that his Administration and the Maryland Transit Administration (MTA) "are not planning any service cuts or closures of these stations."

The PAC agrees with Governor Hogan that public transportation is vital to state's economic development and job growth. Closing stations and reducing service along one of the few high-capacity, rapid transit corridors in the region would negatively affect existing riders and limit access to jobs and opportunities for the over 20,000 residents who use the light rail every day.

County Executive Steve Schuh and other elected officials in Anne Arundel County point to crime concerns from the community as the reason for making the request. However, the Anne Arundel County Police report no increase in crime related to the light rail. Indeed, since the police expanded patrols on and around the Light Rail in April, they have made only three arrests. Press coverage also referenced community concerns about drug use and the opioid epidemic. Addiction is a disease that can impact anyone and cuts across geographic, racial, social and economic lines. Addiction within communities should be addressed as a public health emergency, not by limiting access between communities.

Across the nation, transportation policies and projects, or lack thereof, in the Baltimore region, have had a tendency to result in service gaps, providing access for some, but not others. Full application

of all modes of transportation is needed to ensure that all residents – no matter their race, ability, background, socioeconomic status – have access to economic opportunity. High-quality transit, including light rail, subway, and bus, supports economic productivity because its efficient movement of people allows for denser concentrations of capital, entrepreneurs, workers, and institutions. Light Rail service moves people through some of the most economically productive parts of greater Baltimore, including downtown Baltimore, the BWI Business District, Timonium, and Hunt Valley.

Since greater Baltimore last expanded its rapid transit system in 1997, many similarly sized regions in the U.S. have aggressively expanded theirs. Since 1997 the Charlotte region has added 9.6 miles of light rail and 1.5 miles of streetcar, the Minneapolis-St. Paul region has added 23.3 miles of light rail, the Denver region has added 29.5 miles of light rail, and the San Diego region has added 27.6 miles of light rail. Globally, the mileage of rapid transit has tripled since 1980 and the pace of new lines entering service has accelerated since 2000. In short, metropolitan regions with robust and growing economies are aggressively adding new rapid transit service.

Over the last two decades greater Baltimore has fallen behind other regions and was being asked to contemplate actually removing existing transit service. Our state and region need to be investing in improving and expanding transit if we want to remain economically competitive in the future.

**Because the PAC is an independent advisory body with a regional outlook and focus on public involvement and engagement, we believe this issue presents an important opportunity to have a cross-boundary conversation about transit, its role in the larger regional economy and how it can be an asset to local communities.** We suggest that the BRTB consider a public outreach campaign to hear directly from residents, riders, employers, law enforcement, public health officials, and other relevant parties in order to facilitate a comprehensive, evidence-based discussion.

Additionally, the PAC is interested in learning more about the process of transportation decision-making in regards to requests to reduce or eliminate existing transit or other transportation services and facilities.

**BE IT FINALLY RESOLVED,** the PAC thanks the BRTB for this opportunity to participate by sharing comments and for facilitating its participation.

Submitted by:

Eric Norton  
Chair, BRTB Public Advisory Committee