



## Transit Choices Meeting Summary

October 24, 2019  
8:00 AM – 9:30 AM

**Impact Hub Baltimore**  
10 E. North Avenue  
Baltimore, Maryland 21202

### Attendees:

Irene Bantigue (**Impact Hub Baltimore**), David Benn (**Quinn Evans Architects**), Father Michael Bishop (**Public Transit Rider**), Robin Budish (**Transit Choices**), Art Cohen (**b'more mobile**), Ryan Dorsey (**Councilman, District 3**), Peter Duvall (**Strong City Baltimore**), Josh Greenfeld (**Maryland Builders**), Sibtay Haider (**WSP**), Molly Hayeslip (**Baltimore Collegetown**), Melvin Jadulang (**Transit Advocate**), Nancey Kinlin (**Transit Advocate**), Lowell Larsson (**Transit Advocate**), Jim Leanos (**Corporate Property Solutions**), Jeenly Louis (**Transit Advocate**), Patrick McMahon (**Maryland Transit Administration**), Lindsey Mendelson (**Maryland Sierra Club**), Anisa Mohammed (**Transit Advocate**), Klaus Philipsen (**ArchPlan, Inc.**), Chris Regan (**Tower Hill Atlantic LLC**), John Renner (**Cross Street Partners**), Jimmy Rouse (**Transit Choices**), Sandy Sparks (**Baltimore Transit Campaign**), Bill Struever (**Cross Street Partners**), Yolanda Takesian (**Kittelson & Associates, Inc.**)

Guest Moderator: Art Cohen | **b'more mobile** welcomed everyone to the meeting and thanked the attendees for coming. Art then introduced the first guest speaker:

**John Renner**, Vice President | Cross Street Partners  
Presentation: "**Baltimore Penn Station**"

### Presentation highlights: Next Stop - Baltimore Penn Station

- **Vision Plan Framework**
  - Study Area Extents
  - Core Development Sites
  - Study Area Framework
  - Focus Area Framework
- **Development Program**
  - Existing Station Precedents
  - Retail Precedents
  - Concourse Precedents
  - Office Precedents
  - Residential Precedents
- **Multi-Modal Connectivity**
  - Baltimore Penn Station Funding Commitment
  - North Concourse
- **Neighborhood Interaction**
  - Pedestrian Experience
  - Public Space Character
  - Public Space Types
  - Civic Plaza Precedents
  - Transit Plaza Precedents

➤ Community Plaza Precedents

• **Contact Information**

John Renner, Vice President | Cross Street Partners  
jrenner@crossstpartners.com

Additional Comments:

- Developers Penn Station Partners (Beatty Development Group and Cross Street Partners) welcome co-investment from the state to be a partner in the planned redevelopment of Baltimore Penn Station.
- Creating a more pedestrian-friendly transit hub and surrounding the station with new mixed-use development will require city and state money in addition to private investment.
- Amtrak has pledged a \$90 million federal investment in station and track improvements.
- The master development agreement gives Penn Station Partners a 98-year ground lease on what is now a parking lot directly north of the station between Charles and St. Paul streets
- It is essential that transportation connections such as MARC, light rail, bus, taxi/ride-hailing and walking are part of the planning process.
- The Regional Transportation Plan (RTP) is a terrific opportunity to have a dialogue about a robust transportation system that will unite the city.
- The really important question is whether we can rally a constituency for a serious transportation strategy for Baltimore and the region.

**Second Guest Speaker:**

**Lindsey Mendelson**, Transportation Representative | Maryland Sierra Club

Presentation: "**Transportation & Climate Initiative: A new source for transit investments**"

Presentation highlights:

• **Transportation & Climate Initiative (TCI)**

- The TCI is a regional collaboration of 12 Northeast and Mid-Atlantic States and the District of Columbia that seeks to improve transportation, develop the clean energy economy and reduce carbon emissions from the transportation sector.
- The participating states are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia.
- Recognizing that more than one third of all carbon emissions come from the transportation sector, participating states started taking action through working groups focused on regional priorities, such as clean vehicles and fuels. Several TCI states are also now working together to explore potential regional policies to improve transportation systems and reduce pollution.
- Smog, Soot & Asthma – Baltimore's Projected Climate in 2080 will resemble Cleveland, Mississippi.
- 73% of Marylanders support a policy to limit transportation pollution.
- 74% of Maryland voters consider pollution to be a serious problem.
- Maryland and the Regional Greenhouse Gas Initiative (RGGI): As early as 2022 - Program implementation begins.
- What would investing in Clean Transportation get us?
  1. Save thousands of lives in the region in 2030
  2. Create more than 113,000 jobs in D.C. and Maryland through 2030
  3. Put \$11.81 billion in D.C. and Marylanders pockets through 2030
- **How to take action:**
  1. Submit comments online at the TCI portal at: <https://www.transportationandclimate.org>
  2. Tell your state & local elected officials to tell Gov. Hogan we need a strong program

based on IPCC targets & substantial investments for transit, walking and biking infrastructure, & clean buses.

- **Contact Information**

Lindsey Mendelson, Transportation Representative | Maryland Sierra Club  
lindsey.mendelson@mdsierra.org

Additional Comments:

- Sierra Club is a national environmental advocacy organization with more than 60 chapters, including at least one for every state in the US. They believe that everyone deserves access to a transportation system that protects our climate, keeps us healthy, and connects us to the places where we live, work, and play.
- The Maryland Chapter of the Sierra Club focuses on protecting the state's natural and wildlife resources, monitoring legislation, sponsoring outings, and educating the public about pressing environmental issues.
- In Maryland, the transportation sector - which includes cars, buses, trucks, planes, trains, ships, and freight - produces approximately 38 percent of all climate change pollution in the state.
- Currently, the transportation sector is the largest and fastest-growing source of climate disrupting pollution in Maryland and the United States.
- The TCI is about reducing transportation pollution. It is a different regime than Greenhouse Gas emissions from Power Plants.
- The biggest behavior change for reducing pollution comes with a cost structure. One solution would be to put a cost on CO2 emissions.

**Other Business:**

Jimmy Rouse, on behalf of Transit Choices acknowledged and thanked both guest speakers for their interesting and informative presentations. He also thanked the meeting attendees for their continued interest and active participation. The Transit Choices meetings provide an important forum for the exchange of ideas and information regarding public transit in Baltimore.

Update

- OpinionWorks based in Annapolis, Maryland conducted the BaltimoreLink Bus Rider Survey project. The 25 question survey was designed to gather feedback from Baltimore City bus riders about their experience with the BaltimoreLink Bus system. Overall, there were 800 respondents to the survey. Transit Choices will make recommendations for improving the system based on the data collected from the survey. Should additional funding be necessary to implement some of the recommendations, a meeting will be scheduled with MDOT Secretary Pete Rahn and Governor Hogan.
- A meeting was held with Delegate Brooke Lierman (District 46) to discuss the legislative agenda for next year. Delegate Lierman also shared her recommendations for improving BaltimoreLink.
- MDOT MTA is leading the development of a new Regional Transit Plan (RTP) for Central Maryland that will define public transportation goals over the next 25 years. The RTP is a step in the right direction. We need to be competitive if Maryland is Open for Business.
- Transit Choices was awarded a local coalition grant in the amount of \$10,000 from the American Public Transportation Association. The project for which the organization received funding is a public education campaign around MDOT MTA's Transit Priority Initiative. The project will help MDOT MTA build community support and political will to work with the City of Baltimore and other local jurisdictions to improve bus service, traffic safety, and bicycle/pedestrian infrastructure through transit prioritizing treatments.
- Mr. Rouse and Robin Budish plan to schedule the following meetings:
  1. Steven Sharkey, Director - Baltimore City DOT to discuss his vision and priorities for public transportation in Baltimore.

2. Joe McAndrew, Director Transportation Policy - Greater Washington Partnership to have a discussion about their vision for increasing transportation funding.
  3. Donald Fry, President and CEO - Greater Baltimore Committee to learn more about what can be done on the federal level to ensure regional transportation plans are funded.
- The American Public Transportation Association (APTA) - Sources of State/Local Funding Assistance:

Sales taxes	Special Assessment Districts
Property Taxes	Parking Fees
Motor Fuel (wholesale / retail)	Tolls / Road Pricing
Vehicle / Driver Registration	Payroll/ Earnings/ Wage
Car Rental / Leases / Tires	Corporate Income
Hotel Occupancy	Personal Income
Impact Fees / TIFs	Utility Fees
Realty Transfer	Corporate Franchise Taxes
Naming Rights	Excise Taxes
Sponsorships	Poured Drinks
Lottery proceeds	Taxi Surcharges
Airport Passenger Charges	Casino Revenues
Internet Sales Taxes	Energy Taxes
Air Rights	Tax on TNC fares
Congestion Pricing	Negotiated Extractions

Thank you.