I have received, considered, and approve the MDOT Maryland Transit Administration’s Title VI Fixed Facility Analysis for the Eastern Division Battery Electric Bus Project, December 7, 2022.

Holly Arnold, Administrator
MDOT Maryland Transit Administration

12/13/2022
Date
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1.0 Conclusion Summary

The Maryland Department of Transportation – Maryland Transit Administration (MDOT MTA) has proposed the redevelopment of the Eastern Bus Division facility to accommodate a fully electric bus fleet. The current site is located at 201 Oldham Street, and the redeveloped bus division will be in the same location with an altered footprint. The facility operations have exceeded the capacity of the site, and the existing buildings have reached their useful life expectancy.

The MDOT MTA is in the process of converting its bus fleet to zero-emissions buses (ZEBS). This conversion is driven in part by the 2030 Greenhouse Gas Emissions Reduction Act, a 2009 Maryland law that set a goal of reducing the state’s greenhouse gas emissions by fifty percent (50%) by 2030, and partly by the Zero-Emission Bus Transition Act, which set a goal to transition MDOT MTA’s fleet to one-hundred percent (100%) zero-emission buses, and prohibited the department from purchasing buses that are not zero emissions.

Of the four MDOT MTA bus divisions, three are planned for modification to support Battery Electric Bus (BEB) charging. According to the MDOT MTA sequencing plan for BEB conversion, Eastern will be the third division to transition its fleet to BEB. The project is planned to be a complete facility rebuild. The design is intended to improve the bus circulation pattern—eliminating the need for buses to enter the division from residential streets—increase bus storage capacity, improve the location of onsite employee parking to discourage employee parking on adjacent residential streets, and upgrade infrastructure and operational deficiencies. The geographic location and size of Eastern Division, age of the infrastructure, and current site configuration were factors in making the determination to rebuild the division, allowing transition to a one hundred percent (100%) BEB division.

A summary of land uses surrounding Eastern Division is also provided. Most of the land use surrounding the Eastern Division is a mix of industrial and residential, with Johns Hopkins Bayview Medical Center occupying a large hospital campus east of the division.

In accordance with the Federal Transit Administration’s (FTA) Circular 4702.1B, a facility equity analysis has been performed to determine whether the proposed improvements disproportionately impact minority or low-income households. Based on the following analysis, the minority and low-income communities neighboring the Eastern Division will not be disproportionately burdened by the project. The percentage of low-income and minority households within a 0.75-mile radius, and the three census block groups adjacent to the Eastern Division, are considerably lower than the city as a whole. The proposed site plan, based in part on a traffic study performed in coordination with the Baltimore City Department of Transportation, will improve pedestrian walkability and traffic flow through the area; the location of the vaulting lane and the site circulation plan ensure that buses will not be queuing onto Ponca Street and disturbing local traffic patterns; and the transition to BEBs will reduce pollution and noise. In addition through the public involvement and outreach process, community and stakeholder comments have been documented and addressed by incorporating additional safety and site design modifications to the design documents.

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2.0 Title VI Fixed Facility Equity Analysis Requirements

Federal Requirements

The Federal Transit Administration (FTA) requires that entities receiving federal funds perform an analysis of impacts on minority and low-income communities stemming from improvements or changes made to fixed facilities such as bus depots, maintenance garages or operations centers. According to FTA Circular 4702.1B, the Title VI Analysis aims to ensure that the level and quality of public transportation service is provided in a non-discriminatory manner; promotes full and fair participation in public transportation decision-making without regard to race, color, or national origin; and ensures meaningful access to transit-related programs and activities by persons with limited English proficiency.

FTA’s Title VI Requirements and Guidelines for Federal Transit Administration Recipients requires “Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure that location is selected, and modifications are made without regard to race, color or national origin.”

MDOT MTA Title VI

The Maryland Department of Transportation – Maryland Transit Administration (MDOT MTA) has published guidance on its Title VI procedures in the Maryland Transit Administration 2020-2023 Title VI Program document. For the Title VI Fixed Facility Equity Analysis MDOT MTA’s program definitions of minority and low-income communities were used.
3.0 Project Background
Zero Emissions Vehicle Program

In 2009, former Maryland Governor Martin O’Malley signed into law the 2030 Greenhouse Gas Emissions Reduction Act\(^3\), which set a goal of reducing the state’s greenhouse gas emissions by fifty percent (50%) by 2030.

On May 30, 2021, Maryland’s Zero-Emission Bus Transition Act\(^4\) was enacted with the goal of transitioning MDOT MTA’s fleet to one hundred percent (100%) zero-emission buses and to assist the state in reaching the goals set forth in the 2030 Greenhouse Gas Emissions Reduction Act. The Zero-Emission Bus Transition Act prohibits MDOT MTA from purchasing buses that are not zero-emission.

The MDOT MTA is preparing for the long-term conversion of Eastern Division’s entire bus fleet to zero-emissions buses. To do so, Eastern Division must be rebuilt.

Zero-Emission Transition Sequencing

To meet the goal of transitioning fifty percent (50%) of MDOT MTAs fleet to ZEB by 2030 MDOT MTA has created a bus division transition plan. The sequence to transition divisions to BEB is based on a practical approach to meet the schedule. Preparing a division for the operational and charging upgrades required for BEB service needs to be timed with BEB procurement and delivery. Long lead items such as sizing the upgrade of power based on the fleet size, physical modifications to support BEB charging, and how those modifications will occur based on the age and physical configuration of the division, was taken into consideration. In addition, service blocks at each division, which is the group of daily assignments for an individual bus, were analyzed to ensure a BEB may complete its route before needing a charge. MDOT MTA has made an effort to avoid on-route charging to avert service disruptions which inconvenience riders.

The Kirk Division is a new modern facility with bus schedules having relatively short service blocks. Both the new facility and short service blocks were factors making it easier to retrofit Kirk Division for BEB charging. The pilot is planned to include five charging units for the operation of four 40-foot and three 60-foot articulated BEBs. The pilot is intended to cover at least four seasons of operation, and any experience gained from the pilot will be incorporated into MDOT MTA’s BEB design program.

The second step at Kirk Division is the full transition to BEB fleet. To accommodate a BEB fleet 63 additional charging cabinets, and six switchboards will be installed on a concrete pad near the exterior of the Transportation and Storage Building’s northwest wall. Other alterations will include addition of overhead pantographs inside the facility.

Northwest Division is planned to be the second division retrofitted for BEBs. It is anticipated this division’s retrofit may be more complex due to physical space constraints. It is planned to transition thirty-five to fifty percent (35-50%) of the fleet to operate with BEB, since routes originating from Northwest have longer service blocks.

As stated previously Eastern Division is planned to be a purpose-built division redesigned to accommodate a one hundred percent (100%) BEB fleet. The complete rebuild of Eastern Division will necessitate the longest lead time and will be the third division retrofitted for BEB. The site is large enough to accommodate the reconstruction and will not require residential or business property acquisition.

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Bush Division, the largest of MDOT MTA’s divisions, has been strategically de-prioritized for BEB’s due to a combination of challenges, including geographic site constraints, buildings with historical significance, and soil contamination.
4.0 Community Plans
Southeast Neighborhoods Development (SEND)

Southeast Neighborhoods Development is a cluster of neighborhoods in southeast Baltimore that joined together to create a neighborhood plan in 2003 as part of former Mayor Martin O’Malley’s Strategic Neighborhood Action Plan (SNAP) initiative. The neighborhoods represented within SEND include:

- Bayview (Joseph Lee)
- Greektown
- Dundalk
- Eastwood
- Graceland Park
- O’Donnell Heights
- Medford
- Broening Manor
- Saint Helena

SEND’s master plan was finalized in 2005. The plan called for strategies to stabilize and improve the area’s housing market, create more pedestrian friendly commercial spaces and enhance major corridors within the area. There were no mentions of Eastern Division within the plan.

Of the neighborhoods included in SEND, Greektown and Joseph Lee, the residential portion of the Bayview neighborhood, are the closest to Eastern Division. Greektown specifically was identified within the plan as becoming “one of the city’s major cultural destinations.” Eastern Division is located along the Eastern Avenue commercial corridor that forms part of Greektown’s northern boundary. The plan discussed the corridor and voiced support for revitalizing and enhancing the area as a “healthy neighborhood business and shopping environment.”

Johns Hopkins Hospital and Bayview Medical Center

The Johns Hopkins Hospital and Johns Hopkins Bayview Medical Center 2021 Community Health Needs Assessment and Implementation Strategy was created to help the healthcare provider identify ways to better address health needs in the East Baltimore area where the two hospital campuses are located. The document identified multiple social determinants of health outcomes, such as homelessness, job opportunities and neighborhood safety.

The study covered the Johns Hopkins Hospital and Johns Hopkins Bayview Medical Center Community Benefit Service Area, including the zip codes in eastern Baltimore City and southeastern Baltimore County shown in Figure 1.
According to a survey Johns Hopkins conducted for the study, affordable housing and homelessness were found to be the most pressing social and environmental issues, as thirty-six and five-tenths percent (36.5%) of survey respondents listed those as the area's top challenges. The dearth of job opportunities was the second most pressing concern, as thirty-one and one-tenth percent (31.1%) of survey respondents listed that as a challenge for the area.

The study also analyzed academic success among students who live within the area and found that the percentage of study area residents age 25+ without a high school diploma was sixteen and eight-tenths percent (16.8%) in 2020, significantly higher than the statewide rate of ten percent (10%).

The study recommended the creation of working groups and a community engagement campaign to utilize community leaders and assets to address community health challenges in the area.
5.0 Baltimore City and Eastern Division Demographics

Population

In the four-year period between 2016 and 2020, Baltimore City population fell by 18,726 residents or three and two one-hundredths percent (3.02%) as seen in Figure 2.

Figure 2: Baltimore City Population

Conversely, the population of the three census block groups (CBGs) closest to Eastern Division increased steadily during the same period before slightly declining in 2020, as seen in Figure 3. Overall, the population of these three CBGs decreased by 221 people, or five and fifty-one-hundredths percent (5.55%).

Figure 3 Eastern Division Census Block Group Population

Source: 1 American Community Survey, Table B03002

Source: 2 Ibid
As defined by the Maryland Transit Administration 2020-2023 Title VI Program, minority populations are the total population identifying as a race other than White and/or Hispanic. Between 2016 and 2020, the City’s minority population shrank by 9,828 residents, or two and twenty-seven one-hundredths percent (2.27%) (Figure 4), a similar trend to the overall population decline of three and two one-hundredths percent (3.02%). The total percent minority population in Baltimore City in 2020 was seventy and twenty-eight one-hundredths percent (70.28%).

![Figure 4 Baltimore City Minority Population](image)

The minority population in Eastern Division census block groups declined by 555 people, or forty-five and thirty-one one-hundredths percent (45.31%), as seen in Figure 5. Minorities accounted for seventeen and eighty-three one-hundredths percent (17.83%) of the CBGs’ population in 2020. This was 52.45 percentage points lower compared to the minority population of Baltimore City.
Eastern Division Demographics

The demographic analysis in this report examines three population groups: Baltimore City as a whole, CBGs within a 0.75-mile radius of Eastern Division and the three CBGs closest to Eastern Division. Baltimore City and CBGs within a 0.75-mile radius are used as a comparison to the three CBGs closest to the division, as this subset will be directly affected by the reconstruction of Eastern Division (Figure 6). The division is buffered to the east by a highway, so the CBG directly east of the division was not included along with the other three CBGs.

Figure 5 Eastern Division Census Block Group Minority Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Non-Minority</th>
<th>Minority</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>2,755</td>
<td>1,225</td>
</tr>
<tr>
<td>2017</td>
<td>2,947</td>
<td>1,487</td>
</tr>
<tr>
<td>2018</td>
<td>3,058</td>
<td>1,286</td>
</tr>
<tr>
<td>2019</td>
<td>3,268</td>
<td>1,069</td>
</tr>
<tr>
<td>2020</td>
<td>3,089</td>
<td>670</td>
</tr>
</tbody>
</table>

Source: 4 American Community Survey, Table B03002
Table 1 is a comparison of demographic data between Baltimore City, the CBGs within a 0.75-mile radius of Eastern and Eastern Division's three-census block groups.

The Eastern Division CBG area has the lowest percent minority population at seventeen and eighty-three one-hundredths percent (17.83%), the 0.75-mile radius area has the second highest percentage at twenty-nine and eighty-four one-hundredths percent (29.84%) and Baltimore City has the highest percentage at seventy and twenty-eight one-hundredths percent (70.28%). Thirty-two and twenty-three one-hundredths percent (32.23%) of households in both the Eastern Division CBGs and the 0.75-mile radius around the division are considered low-income, compared to Baltimore City at forty-four and sixty-one one-hundredths percent (44.60%). Thirteen and eleven one-hundredths percent (13.11%) of households in the Eastern Division CBGs do not have access to a vehicle, while sixteen and forty-seven one-hundredths percent...
(16.47%) of households within a 0.75-mile radius of Eastern Division do not have access to a vehicle, and twenty-seven and sixty-five one-hundredths percent (27.65%) of Baltimore City households do not have access to a vehicle. The highest percentage of households with limited English proficiency (LEP) is the area within a 0.75-mile radius of Eastern Division at six and forty-seven one-hundredths percent (6.47%), followed by the Eastern Division CBGs at five and eighty-six one-hundredths percent (5.86%) and Baltimore City at one and seventy-five one-hundredths percent (1.75%).

This indicates the Eastern Division CBGs have the lowest percentage of minority population and lowest percentage of households without access to a vehicle. This area also has the second lowest percentage of low-income and LEP households, compared to Baltimore City and the area within a 0.75-mile radius of Eastern Division.

Table 1 Minority, Low-income, No-vehicle & LEP

<table>
<thead>
<tr>
<th>Location</th>
<th>Minority</th>
<th>% Minority</th>
<th>Low-income</th>
<th>% Low-income</th>
<th>No vehicle</th>
<th>% No vehicle</th>
<th>LEP</th>
<th>% LEP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore City</td>
<td>423,278</td>
<td>70.28%</td>
<td>108,152</td>
<td>44.60%</td>
<td>69,105</td>
<td>27.65%</td>
<td>4,850</td>
<td>1.75%</td>
</tr>
<tr>
<td>Eastern Division 0.75 mi. Radius</td>
<td>5,667</td>
<td>29.84%</td>
<td>2,302</td>
<td>32.23%</td>
<td>1,176</td>
<td>16.47%</td>
<td>462</td>
<td>6.47%</td>
</tr>
<tr>
<td>Eastern Division census block groups*</td>
<td>670</td>
<td>17.83%</td>
<td>418</td>
<td>32.23%</td>
<td>170</td>
<td>13.11%</td>
<td>254</td>
<td>5.86%</td>
</tr>
</tbody>
</table>

*Defined as census block groups containing or immediately adjacent to Eastern Division, including CBGs 245102607002, 245102607001, 245102605012

The demographic information presented in Table 1 including Eastern Division 0.75-mile radius and the Eastern CBGs is displayed on maps in Figures 7 through 10.
Figure 7 shows the minority population by CBG.
Figure 8 shows low-income households by CBG.
Figure 9 displays households without access to a vehicle by CBG.

**Figure 9 Households Without Access to a Vehicle**

Households without access to a vehicle within a 0.75-mile radius of Eastern Division:
- Eastern Division
- 0% - 4.07%
- 4.08% - 9.52%
- 9.53% - 20.11%
- 20.12% - 45.45%
- 45.46% - 87.38%
Figure 10 displays households with LEP by CBG.

Figure 10 Limited English Proficiency Households
6.0 Existing Conditions

Facility summary

Eastern Division is one of MDOT MTA’s four bus divisions. It is located at 201 Oldham Street in Baltimore City close to the Baltimore County line. As seen in Figure 11 bus routes originating from Eastern Division traverse the city, with many traveling east into the Baltimore County. The existing site is approximately six acres, which has become insufficient for the facility and bus operations.

Figure 11 Eastern Division Bus Lines

Eastern Division operates as a full-service bus facility. The Transportation building as seen in Figure 12 is used for administration duties including bus dispatch. The building also houses a driver break room. Attached to the Transportation building are exterior lanes for bus vaulting, a fuel station and designated area for bus washing activities. The Maintenance building is a standalone structure north of the Transportation building. A bus storage yard and employee parking are available on site.

As of early 2020, 188 buses were stored and operated from Eastern Division, including 177 40-foot buses and 11 60-foot articulated buses. Employee parking is provided via two parking lots.
and on-street parking in the adjoining neighborhood. The employee parking lot closest to I-95 is approximately 1000 feet walk to the Transportation Building. It is not conveniently located.

Figure 12: Existing Facility

Under the division’s current configuration and circulation plan, buses enter the division via a gated driveway off Oldham Street, not far from the intersection of Oldham Street and Eastern Avenue (Figure 13). Once buses enter the division, they are required to pull into the vaulting lane where fare collection activities occur. Once vaulting is complete, the bus circles around the Maintenance Building and parks nose-to-tail on the eastern portion of the site. At night the buses are moved from their parking spaces to the Transportation Building where fuel lanes are located. After refueling, the interiors of the buses are cleaned before entering the bus wash lanes. After the buses are fueled, cleaned, and washed, they are driven around the Transportation and Maintenance buildings in a clockwise direction and park in the bus storage yard. In the morning buses begin service by pulling out and exiting the bus storage yard via Ponca Street.
When buses enter the division after a shift, the current site configuration and circulation plan does not allow for adequate queueing space for the vaulting process. The distance from the Oldham Street entrance gate to the vaulting lane is relatively short. It is not uncommon for buses to back up onto Oldham Street, or even further onto Eastern Avenue, while waiting in line to go through the vaulting lane. This is especially problematic during peak shift change, typically in the early afternoon.

A bus entering Eastern Division from Oldham Street is seen in Figure 14. This image captures a bus driving north on Oldham Street where residents park on either side of the street. This is also the portion of Oldham Street where buses queue to enter the vaulting lane after a shift. This entrance is also used for any service or delivery vehicles entering Eastern Division.
Figure 14: Bus Entering Division from Oldham Street.

Figure 15 Rowhouse 300 Block Oldham St.

Figure 16 Oldham Crossing Townhome.

Neighborhood

The Eastern Division falls within the Pulaski Industrial Area neighborhood of Baltimore City. The site borders the Greektown neighborhood to the west and south. The Hopkins Bayview neighborhood is located east of the division, across I-895. The portion of the Greektown neighborhood to the west of Eastern Division off Oldham Street is a mixture of 100-year-old rowhomes (Figure 15) and newly constructed townhomes (Figure 16) in the Oldham Crossing subdivision.

The neighborhood has undergone rapid development in recent years. Between 2016 and 2020, the number of households in the neighborhood's census block group increased forty-four and thirty-eight one-hundredths percent (44.38%), from 1,183 to 1,708. Much of this growth has been driven by the construction of townhomes at Oldham Crossing (Table 2).
In addition to the increased number of households in the neighborhood, the new development is also increasing the area’s median home value. Table 2 compares the growth in median home values in the city of Baltimore to the CBG that contains Oldham Crossing and Eastern Division. Between 2016 and 2020, the median home value in the CBG increased one hundred two and fourteen one-hundredths percent (102.14%), compared to nine and thirty-five one-hundredths percent (9.35%) in the rest of the city.

Table 2: Median home values, 2016-2020

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Census Block Group</td>
<td>$153,900</td>
<td>$147,000</td>
<td>$200,700</td>
<td>$247,200</td>
<td>$311,100</td>
</tr>
<tr>
<td>Baltimore City</td>
<td>$153,000</td>
<td>$153,200</td>
<td>$156,400</td>
<td>$160,100</td>
<td>$167,300</td>
</tr>
</tbody>
</table>

Adjacent land-use

The land use adjacent to the Eastern Division includes a mix of industrial, commercial, hospital, and residential as seen in Figure 18. Johns Hopkins Bayview Medical Center occupies a large hospital campus east of Ponca Street and I-895. Directly south of the division is a commercial use corridor along Eastern Avenue (Figure 17). The western side of the division is bordered by residential use. North of the division is industrial use where the Norfolk Southern Railyard is located.

Figure 17: Eastern Avenue at Ponca St. Commercial Corridor
Figure 18 Eastern Division Zoning
7.0 Proposed Improvements

Considerations

Eastern Divisions viability was evaluated in a 2019 report\(^5\) which examined options to address operational, capacity, and ageing infrastructure issues currently faced at the division. The report indicated the current location of Eastern Division was found to be in a geographically desirable location to provide bus service in east Baltimore City and Baltimore County. The assessment also determined rebuilding Eastern Division in its current location would be more cost-efficient than locating a new site, purchasing property, and constructing a fifth MDOT MTA bus division. In addition, the investment in rebuilding Eastern Division supports Maryland legislation aimed at reducing greenhouse gases and transitioning one hundred percent (100%) of MDOT MTA’s bus fleet to zero-emission buses.

The factors that support the decision to convert Eastern to a BEB division versus relocating the division was based on the following factors:

- The division’s desirable geographic location
- The opportunity to address Eastern Division’s current bus storage constraints, operational limitations, and circulation issues
- The timely replacement of infrastructure which is past its useful life

All of these factors established the long-term plan for Eastern to be rebuilt and positioned to accommodate the transition to a one hundred percent (100%) BEB fleet over time.

New Facility

The facility will be designed to accommodate a bus fleet of both diesel and BEB vehicles, and eventually transition to one hundred percent (100%) BEB. The proposed improvements include demolishing the existing buildings and expanding the site from approximately six acres to eight and a half acres. This will be accomplished by relocating Ponca Street slightly to the northeast as see in Figure 19 creating a more functional rectangular site. No residences or businesses will be impacted by the expansion and relocation of Ponca Street.

The design and reconstruction of Eastern Division will provide an opportunity to address the communities’ concerns with the current division’s layout and operation. The new facility design is intended to mitigate and reduce air, noise and light pollution while improving bus and employee vehicle flow. The MDOT MTA is committed to being a good neighbor and will require the construction team to utilize techniques to reduce or mitigate construction noise, dust, vehicle movement and vibration.

\(^5\) Assessment Phase 2: Evaluation of the Viability of Eastern Bus Division, September 2019, MDOT MTA
Both the Transportation and Maintenance and Bus Storage buildings (Figure 20) are planned to be two stories. The Bus Storage facility is intended to house up to 200 buses. Three vaulting lanes are proposed to be located in a similar location to where they are today. Employee parking will be provided on a deck above the Bus Storage area as well as on a small surface lot adjacent to the Transportation and Maintenance building.

Operation and Circulation

A traffic study was conducted with coordination between MDOT MTA and the Baltimore City Department of Transportation with mitigation strategies identified for the Eastern Division.

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6 Eastern Bus Division Traffic Study; RKK, October 1, 2021
redevelopment project. The recommendations included closing the division entrance on Oldham Street; realigning Ponca Street; adding a signalized division entrance and exit for better traffic movement, pedestrian walkability, and safety; reconfiguring intersections at Eastern Avenue and Ponca Street, Eastern Avenue at Ponca Street/Ponca Street connector; and reconfiguring Ponca Street at the I-895 on-ramp/Oldham Street connector.

The proposed circulation of buses onsite will be an improvement from the current configuration. The planned onsite circulation plan is seen in Figure 21. The proposed general flow of buses is organized for counterclockwise movement, designed for efficiency of operation and maintenance, reducing the overall amount of bus movement at the division. The point of access to and from the division off Ponca Street, will eliminate the need for buses and service vehicles to enter via Oldham Street. Buses, trucks, and service vehicles will enter via Ponca Street.

Most employees will park on the deck above the Bus Storage Building. Employees will access the parking deck from a signaled intersection on Eastern Avenue and Ponca Street. The location of employee deck parking above the Bus Storage Building is more convenient and is purposely designed to help eliminate the current behavior of employees parking on residential streets. A small visitor lot is also planned adjacent to the Transportation and Maintenance Building, accessible from Oldham Street.

The vaulting lanes continue to be adjacent to Oldham Street. The positioning of the vaulting lanes in relation to the bus entrance, as well as the addition of a third lane, will ensure buses are not queueing on Ponca Street. After vaulting, buses proceed directly to service and washing and then park in the Bus Storage area. Unless buses need maintenance, they remain in the Bus Storage area until pull the following morning, which is via Ponca Street. Screen walls are planned along Oldham Street to provide residential scale visual enhancements and minimize noise when diesel buses are moved. BEBs have very little noise when in operation.

Figure 21 Proposed Site Circulation Sketch
8.0 Public Involvement

MDOT MTA has identified the Eastern Division reconstruction as a project that warrants a public participation effort. The MDOT MTA Title VI Program 2020-2023 document provides guidance and expectations of how and when to conduct public outreach strategies and initiatives. Public participation around the Eastern Division reconstruction project began in the fall of 2021 and is intended to ensure public and stakeholder comments are considered in the development and adoption of plans and programs prior to construction. In addition every good faith effort will be made for MDOT MTA to inform and keep the dialogue and communication with the community going, as the project moves toward the construction phase. MDOT MTA has committed to mitigate disturbances and impacts during the construction phase of the project by requiring the contractor to reduce noise, vibration, dust and vehicle movement.

Step 1: Identify Project for Public Participation

MDOT MTA has had an ongoing dialogue with the Greektown and Bayview neighborhoods, both of which are adjacent to Eastern Division. The goal of these communications has been to proactively promote information and initiatives with residents, business owners and the public. The reconstruction project was identified to warrant a public participation program, in the spirit of early and continuous public involvement.

Step 2: Identify Target Populations and Public Participation Needs

The scale of the project and associated reconstruction activities warranted the need for MDOT MTA to brief City Council members whose constituents would potentially be affected by project activities. To gain an understanding of the affected populations in the vicinity of Eastern Division, census block data was analyzed for low-income, minority and LEP communities. Additionally, identification of neighborhood and business associations, local festivals, and relevant organizations was initiated to inform them of the scope and purpose of the project and solicit their continued involvement.

Step 3: Develop the Project’s Public Participation Strategy

A Public Involvement Plan was written as a strategy and guidebook for outreach efforts. This document is fluid and has remained a draft because it continues to be updated during the community and public involvement. The outreach strategies are designed to engage a wide and diverse community in and around Eastern Division. As stated in the plan, the outreach purpose and goals are to identify affected populations, build knowledge and awareness of the project, develop relationships and pathways, and gather question and input to incorporate into the project design. The plan is outlined by a variety of timeframes, days of week and hours of the day, as well as the type of outreach activity and method. The outreach materials and media are an assortment of print, online, digital and in-person engagement. The material distribution, groups to engage and timing is intentionally planned to be in sync with the project’s design schedule. The Public Involvement Plan can be found in Appendix A.

Step 4: Coordinate with Community-Based Organization Partners

Demographic data and mapping were used to geographically identify low-income, minority and LEP populations in the vicinity of Eastern Division who may be impacted by the reconstruction project. A list of community-based organizations and stakeholders including nearby residents, businesses and bus riders, as well as community and transit advocates, was developed. After developing the list, community and stakeholder meetings were regularly held. MDOT MTA staff participation at community meetings was designed to take the form of 10- to 15-minute informational presentations. Staff also attended community fairs and festivals with an
information table set up. The in-person coordination has been designed to build community relationships and engage the public and stakeholders to ask questions about the project and express any concerns or comments.

Step 5: Develop Material and Advertise

Demographic data helped identify stakeholders' and residents' preferred language, allowing outreach and public engagement materials to be available, and bi-lingual staff to attend events. The materials developed included a variety of media, from staff ZEB tee shirts, a ZEB tablecloth (public events), flyers, handouts, email, listservs, social media (Facebook), door hangs, newsletter updates, and a Zero Emissions Website [ZEB (maryland.gov)]. Initial project advertising and outreach, as noted in the outreach schedule, began in May 2022. Advertisement, informational, and press release materials may be seen in Appendix B.

Step 6: Implement Public Participation Strategies

The implementation strategy began with contacting community associations and stakeholders by email, introducing the project and offering to attend regularly scheduled meetings. MDOT MTA staff attended community, business, and stakeholder meetings, introducing the project and sharing fifteen percent (15%) design details as available. During the summer months and into fall, bi-lingual Spanish staff attended fairs, community events, door-to-door outreach and held pop-up events. The intent was to inform and educate the public on the Eastern Division zero-emission bus conversion and reconstruction project. The public participation strategies have been designed to gather as much public, business, and stakeholder input as possible on the preliminary design and to allow for design modifications to be incorporated into the final design as appropriate.

Step 7: Compile, Review, and Report Results of Public Feedback

Appendix C is a summary table of public outreach activities, including the date held and a short summary of pertinent project information. As a result of public engagement and feedback received during these meetings, the following suggestions were made and will be incorporated into MDOT MTAs strategies for future and ongoing public involvement. Highlights include:

- The Highlandtown Community Association encourages continued project updates and coordination
- The Greektown Neighborhood Association would like continued project updates at regularly scheduled meetings
- Continue to have project information, updates and presence at events hosted by the Latino community
- Consider conveying concepts and information on flyers with graphics versus relying on text, especially for Latino community
- Incorporate any information on bus stop improvements as part of project updates
- To engage Spanish-speaking families, consider including childcare and dinner for participants at future meetings
- Address how and where Eastern Division bus fleet will be stored and accommodated during the reconstruction project

MDOT MTA public involvement activities allowed the opportunity for project stakeholders to be educated on the scope and extent of the division reconstruction project. Through public and community conversation the following is a list of design elements intended to address the public's desired changes, and will be incorporated into the Northwest reconstruction as mitigation to address community concerns. The public comment log is summarized in Appendix C. Highlights include:
Incorporate pedestrian lighting on Oldham Street
- Retain existing street trees on Oldham Street
- Consider appropriate pedestrian access for Eastern Division employees from Oldham Street to the division
- Accommodate all employee parking within Eastern Division site
- Maintain all bus and truck entrance and egress via Ponca Street
- Design intersection improvements for pedestrian safety at Eastern Avenue and Oldham Street, and Eastern Avenue and Ponca Street
- Retain vegetated island bump out on Oldham Street
8 Equity Analysis Findings

The Title VI Fixed Facility Equity Analysis identified affected communities in the vicinity of Eastern Division through demographic data, and impacts to these communities have been assessed. The impacts to these communities are the consideration of the changes in onsite bus circulation, daily operation activities, and how those changes affect adjacent communities.

Based on this analysis, the minority and low-income communities neighboring the Eastern Division will not be disproportionately burdened by the project. The percentage of low-income and minority households within a 0.75-mile radius of the Eastern Division are considerably lower than the city as a whole. The same is true of the three census block groups adjacent to the Eastern Division. The proposed site plan, based in part on a traffic study performed in coordination with the Baltimore City Department of Transportation, will improve pedestrian walkability and traffic flow through the area; the location of the vaulting lane and the site circulation plan ensure that buses will not be queuing onto Ponca Street and disturbing local traffic patterns; and the transition to BEBs will reduce pollution and noise from diesel buses. In addition through the public involvement and outreach process, community and stakeholder comments have been documented and addressed by incorporating additional safety and sites design modifications to the design documents.
Appendix

A Public Involvement Program

Eastern Bus Division Reconstruction
Draft Outline for Summer/Fall 2022 Out | October 18, 2022, Draft

Outreach Strategy Overview

The Eastern Bus Division project team will use a variety of public engagement tactics to reach diverse audiences in and around the Greektown neighborhood, and to engage communities throughout the planning and design process for the Eastern Bus Division reconstruction. This document focuses on outreach spanning from June 2022 through December 2022. Outreach events during this time will focus on informing and educating public about the process and concept design for the reconstruction project and will include opportunities for public questions and feedback.

Outreach Purpose & Goals

I. Identify affected populations for targeted project outreach and comment including:
   a. Minority
   b. Limited English Proficiency
   c. Low-income

II. Build knowledge and awareness:
   a. Produce materials and opportunities for stakeholders to be informed about, and participate in the design and planning of, the new Eastern Bus Division.
   b. Educate the community about the overall Zero Emission Bus (ZEB) Effort.
   c. Educate the community about the Eastern Bus Division project objectives and how it contributes to the overall ZEB initiative (as a purpose-built facility for electric buses).

III. Develop relationships and communication pathways:
   a. Establish relationships with directly affected stakeholders—nearby residents and businesses, bus riders, community and transit advocates, elected officials, and local institutions.

IV. Gather questions and input and provide responses:
   a. Engage with stakeholders to collect meaningful feedback which can be incorporated into the project design, as relevant.
   b. Demonstrate that MDOT MTA is an accountable partner that stakeholders can trust through a period of change.
Project Schedule

- Outreach Phase 1 - Spring/Summer (June-October): 15% Design outreach (Preparation of Materials: May-July)
- Outreach Phase 2 - Summer/Fall (November-December): 30% Design outreach (Preparation of Materials: October-November)

The following tables contains an overview of Phase schedules. Details about all activities can be found in the sections that follow.

<table>
<thead>
<tr>
<th>Outreach Phase 1 (Spring/Summer/Fall 2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Timeframe</strong></td>
</tr>
<tr>
<td>May 23 (week of)</td>
</tr>
<tr>
<td>May 25</td>
</tr>
<tr>
<td>May 26</td>
</tr>
<tr>
<td>May 31</td>
</tr>
<tr>
<td>June 1</td>
</tr>
<tr>
<td>June 2</td>
</tr>
<tr>
<td>June 3</td>
</tr>
<tr>
<td>June 6</td>
</tr>
<tr>
<td>June 13 (week of)</td>
</tr>
<tr>
<td>June 13 (week of)</td>
</tr>
</tbody>
</table>
### Outreach Phase 1 (Spring/Summer/Fall 2022)

<table>
<thead>
<tr>
<th>Date</th>
<th>Type of Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 29</td>
<td>Neighborhood Event/Discussion</td>
<td>GGNA meeting</td>
</tr>
<tr>
<td>September 16</td>
<td>Begin door-to-door outreach and pop-ups/tabling (if website is available)</td>
<td></td>
</tr>
<tr>
<td>October 9</td>
<td>Pop-up at Fiesta Baltimore</td>
<td></td>
</tr>
<tr>
<td>October 29</td>
<td>In reach – Bus Rodeo pop-up</td>
<td></td>
</tr>
<tr>
<td>October 28</td>
<td>Continue door-to-door outreach, focused on businesses</td>
<td></td>
</tr>
<tr>
<td><strong>Other October activities</strong></td>
<td>Finalize website</td>
<td>Compile list of Advisory Panel members and begin outreach</td>
</tr>
</tbody>
</table>

### Outreach Phase 2 (Fall 2022)

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Type of Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>November</td>
<td>Advisory Panel meeting (tentative)</td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>Finalize plans for spring 2023 public meeting and outreach leading up to it</td>
<td></td>
</tr>
</tbody>
</table>

### Engagement Details

The outreach team will collaborate with the technical consultants and relevant MTA offices to identify, organize, and connect with groups who may be affected by or interested in the Eastern Bus Division reconstruction (including Spanish language speakers). The strategies we will use are detailed in the following sections.

### Written/Web Materials

The project team will facilitate online promotion and distribution of bi-lingual information through virtual (for example, e-blasts) printed materials, the project website, and social media (MDOT/MTA Facebook). Information will be disseminated through contact with local organizations, community boards/meetings, community listservs, on social media, MTA’s website, and email listserv, and through civic associations.

Materials:
- Flyers/signs
  - Distributed in person at public meetings and community events
  - In-reach signage
  - Lawn signs onsite at the Eastern Bus Division and offered to residents and businesses in key locations, to build awareness.
- Postcards
  - Distributed by hand to neighborhood
  - Distributed in person at public meetings and community events
- Presentations and boards - Can use the ZEB branding or a slight variation of that branding.
- Digital
  - Eblast sign-up
  - The project team created a community outreach database, which will capture all stakeholders and interested parties to date, including businesses and community organizations.
  - Quarterly newsletter and updates through other newsletters
  - Email outreach to internal staff (in coordination with Anne Carey)
  - ZEB-branded social media posts about the Eastern Bus Division through MTA Facebook
- Website/Landing Page
  - Section or page located on the overall ZEB website
  - Dedicated to project details and answering questions about community impact
  - Include FAQs about project (overall website will be focused on vehicles and Bus Transition Act)
  - Sections to include in web page
    - Project overview
      - Project scope
      - Context of overall ZEB program
      - Benefits of the project
      - History of the Eastern Bus Division
      - Renderings from street level on Oldham St. and Eastern Ave.
    - Project schedule
    - Community engagement
      - Schedule of upcoming community engagement activities
      - Link to sign up to receive project updates
    - Changes that will impact the community (graphic)
      - Graphic with aerial view and arrows/text pointing to it. Before/after comparison. 15% design team is putting together renderings.
    - Meetings and events (downloadable presentations and documents)

<table>
<thead>
<tr>
<th>Type</th>
<th>Materials (Bilingual for all public facing)</th>
<th>Groups Engaged</th>
<th>Timeline/Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Written And Web</td>
<td>MTA email outreach at milestones</td>
<td>All individuals in database</td>
<td>• Mid-summer (before 15% overview meeting)</td>
</tr>
<tr>
<td>Materials</td>
<td>Regular updates for other newsletters</td>
<td>Municipal, County, State, and elected officials’ newsletters; Neighborhood HOAs</td>
<td>• Mid-summer (before 15% overview meeting)</td>
</tr>
<tr>
<td></td>
<td>Internal outreach</td>
<td>MTA employees/operators</td>
<td>• Early fall (before 30% meeting)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• TBD – coordinated with other internal outreach efforts but</td>
</tr>
<tr>
<td>Type</td>
<td>Materials (Bilingual for all public facing)</td>
<td>Groups Engaged</td>
<td>Timeline/Milestones</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Handouts, flyers</td>
<td></td>
<td>Local residents &amp; businesses (door-to-door outreach)</td>
<td>likely at a minimum prior to the two larger community outreach phases</td>
</tr>
<tr>
<td>Lawn signs, posters</td>
<td>• EBD property lawn signs</td>
<td></td>
<td>• Mid-summer (before 15% overview meeting)</td>
</tr>
<tr>
<td></td>
<td>• Lawn signs in green space to the north of EBD</td>
<td></td>
<td>• Early fall (before 30% meeting)</td>
</tr>
<tr>
<td></td>
<td>• Bus shelters – posters or lawn signs</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Tree lawns along Eastern/Ponca (owned by Baltimore City?) and residential streets (with permission of residents) – inquire during door-to-door for both residents and businesses</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Lehigh and Gough Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Possible to get signage along retaining wall on Eastern?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Website and social –</td>
<td></td>
<td>All/followers</td>
<td>• Early summer for website launch</td>
</tr>
<tr>
<td>project specific</td>
<td></td>
<td></td>
<td>• Mid-summer (before 15% overview meeting) for social outreach/video (?)</td>
</tr>
<tr>
<td>website, videos</td>
<td></td>
<td></td>
<td>• Early fall (before 30% meeting) for social outreach</td>
</tr>
<tr>
<td>Presentations and</td>
<td></td>
<td>Event/meeting attendees or those who review virtually</td>
<td>• Early summer (information for website)</td>
</tr>
<tr>
<td>boards</td>
<td></td>
<td></td>
<td>• Mid-summer (before 15% overview meeting)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Early fall (before 30% meeting)</td>
</tr>
</tbody>
</table>

**Community Updates and Discussions**

- To support outreach efforts and engage new audiences, project team members will conduct community updates and discussions at previously scheduled meetings such as homeowners’ associations, employers, civic associations, community advocacy groups, and Chambers of Commerce.
- Community updates are designed to be 10–15-minute informational presentations to provide the public with a basic overview of the project and encourage increased participation in
community meetings and website visits. These updates may also provide an opportunity for project team members to identify potential contentious issues that may warrant additional research or an additional community meeting.

- The project team will create the community update content and attend community events starting in June 2022. Residents may also request a community meeting on a topic, and the project team will prepare and promote the meeting within four weeks of the request.

Contacts: MDOT MTA Eastern Reconstruction - Stakeholder Contact Information.xlsx

<table>
<thead>
<tr>
<th>Type</th>
<th>Outreach</th>
<th>Groups and Residents Engaged</th>
<th>Timeline/Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Events and Discussions</td>
<td>Community associations and large residential communities</td>
<td>• Greater Greektown Neighborhood Alliance (GGNA)</td>
<td>June/July</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Highlandtown Community Association</td>
<td>• Highlandtown Community Association (June 20)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Southeast CDC</td>
<td>• GGNA (June 29)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Others TBD based on organization meeting dates</td>
</tr>
<tr>
<td></td>
<td>Umbrella Civic Groups/Community Advocates - Some may be more appropriate for direct individual outreach rather than meeting attendance</td>
<td>• Nuestras Raices</td>
<td>June/July (to build awareness prior to or right after the overview meeting)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• TBD based on organization meeting dates</td>
</tr>
<tr>
<td></td>
<td>Institutions/Businesses – Most are more appropriate for direct individual outreach rather than meeting attendance</td>
<td>See contact list</td>
<td>June/July (to build awareness prior to or right after the overview meeting)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• TBD based on organization meeting dates</td>
</tr>
</tbody>
</table>

**Pop Up / Tabling Events**

- The project team will facilitate tabling in high foot-traffic locations in the area and at events.
- Focus will be to provide visibility for the project and build awareness through hand outs and information at the table.
- Potential locations and upcoming outreach opportunities include:
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 9</td>
<td>Fiesta Baltimore</td>
<td>Share information about project and upcoming meetings</td>
</tr>
<tr>
<td>October</td>
<td>(In-reach) Bus Rodeo</td>
<td></td>
</tr>
<tr>
<td>Summer/Fall</td>
<td>Other pop-up locations</td>
<td>depend on lessons learned during early spring/summer outreach</td>
</tr>
</tbody>
</table>

**Canvassing/Door-to-door Outreach**

- The project team will facilitate bi-lingual door-to-door canvassing of nearby residents and businesses to build awareness of the project and share information.
- The focus will be on residences and businesses between Eastern (both sides of the street) and Lombard, from Ponca to the railroad.
- Teams of at least two people will go door-to-door (wearing shirts identifying themselves as project representatives) to share information about the project (including a flyer with contact information and a URL, as well as a project overview) and to gather emails for project updates.
- The team will take notes of comments and interactions with residents, to include notes about anyone who requested that we do not conduct door-to-door outreach at their home.
- There are more than 350 homes and 60 businesses in the area. Teams will work for 2-3 days to reach as many residents and businesses as possible.

<table>
<thead>
<tr>
<th>Dates</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 16</td>
<td>Initial outreach to make sure all are aware of the project – focus on residences</td>
</tr>
<tr>
<td>October 28</td>
<td>Canvassing focused on businesses</td>
</tr>
<tr>
<td>Early 2023</td>
<td>Outreach to build awareness and notify about the community meeting (date TBD) where we will discuss the 30% design.</td>
</tr>
</tbody>
</table>

**Community Meetings**

- Larger all-community meetings will be held at key milestones to present information about the project and have meaningful discussion with participants. Community meetings involve a presentation and facilitate discussion about the plans and issues or questions that have arisen during the outreach process.
- Community meetings may be held in person or virtually. If held in person, materials and presentations will also be available online.
- The project team will present and facilitate bi-lingual virtual and in-person presentations. In-depth discussions will inform the project team and design of the reconstruction project. The meeting may involve other interactive components, and types of interaction may depend on the size of the meeting. They may also be paired with a community survey or other way to gather feedback.
### Advisory Panel

- The Advisory Panel (AP) will be a group of community leaders and organization/institution representatives who can make sure their communities are aware of this project and can serve as a resource to vet and provide input about community outreach plans and materials. As appropriate, the Advisory Panel will also be asked to provide feedback to the design. This group will not meet at regular intervals (e.g., monthly) but will meet prior to major project milestones.
- The Advisory Panel will be formed over the summer as the outreach team interacts with the community and identifies potential members.

<table>
<thead>
<tr>
<th>Date/Timeframe</th>
<th>Event</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2022</td>
<td>Advisory Panel meeting</td>
<td></td>
</tr>
<tr>
<td>Spring 2023</td>
<td>Advisory Panel meeting ~2 weeks prior to fall community meeting</td>
<td></td>
</tr>
</tbody>
</table>

### Public Feedback Analysis and Reporting

- The project team will collect feedback from the public through a variety of media, including print feedback forms, digital survey tools, online comments, and interactive activities. All hand-written comment forms, notes and non-digital activity feedback taken during events is recorded in a comment database and shared with the technical team.
- At the end of each engagement phase (1-spring/summer, 2-fall), the outreach team will produce a report that includes a summary of activities and outcomes from each of the outreach events and stakeholder engagement efforts for this phase. The report will include an executive summary.
MDOT MTA LAUNCHES PHASED PLAN FOR
CONVERSION TO ZERO-EMISSION BUS
FLEET

Schedule will incorporate state-of-the-art technology
while maintaining reliability, efficiency standards

BALTIMORE, MD (December 21, 2021) – The Maryland Department of Transportation
Maryland Transit Administration (MDOT MTA) is launching a transition plan to move to a
zero-emission bus (ZEB) fleet as older, diesel-fueled and hybrid buses reach the end of
their useful life. The incremental approach will include facility updates, and is designed to
meet the requirements of Maryland’s new Zero-Emission Bus Transition Act, which
mandates all new buses procured for the state’s transit fleet be emission-free beginning in
2023.

“We’re proud to continue our commitment to sustainability and reduce the agency’s carbon
footprint,” said MDOT MTA Administrator Holly Arnold. “Zero emission buses are a win-
win for the citizens of Maryland who get to enjoy cleaner air while knowing their transit
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Per targets identified in the Central Maryland Regional Transit Plan and guided by
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transition to a ZEB fleet. The agency has committed to converting 50% of its bus fleet to
zero-emission by 2030 while seamlessly providing reliable, efficient service throughout the
transition and beyond.

Transitioning to zero-emission buses will improve the region’s overall air quality while
providing passengers with a comfortable ride. MDOT MTA calculations project that about
500 million pounds of carbon dioxide emissions will be avoided through use of electric
buses instead of diesel buses in the years between 2025-2030. Noise pollution also will be
reduced.

“The phased conversion of MDOT MTA’s bus fleet to clean, efficient, zero-emissions buses
are a critical element of our systemwide modernization,” MDOT Secretary Greg Slater said.
“We’re using technology and innovation to improve service, operations, connectivity and

B Advertisements, Press Release, Handouts

Dec 21, 2021

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B Advertisements, Press Release, Handouts

Dec 21, 2021

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“We’re using technology and innovation to improve service, operations, connectivity and
the rider experience. Zero-emission buses serve that mission, and also advance Maryland’s greenhouse gas reduction goals.”

Zero-emission vehicles have grown in popularity in recent years. Agencies in New York, Los Angeles and Washington, D.C. have begun utilizing zero-emission vehicles. While MDOT MTA plans to deploy battery-electric buses in the initial years of the ZEB transition, the agency will continue to evaluate developments in hydrogen fuel cell vehicles. This approach will enable the agency to purchase the newest, smartest technology as advancements occur in this rapidly evolving field. It also gives MDOT MTA time to develop infrastructure – such as charging stations – and employee training necessary to efficiently operate and maintain this technology.

MDOT MTA’s first pilot ZEB program is scheduled for launch in 2023, when seven new battery-electric 40-foot and 60-foot articulated buses will arrive at the agency’s Kirk Division.

Purchase of the new buses for this pilot program and the infrastructure for charging them will utilize grant funding from the Low or No Emission Vehicle Program from the Federal Transit Administration, and the Volkswagen Settlement.

The Kirk Division is slated to become the first division to be converted to a 100% electric bus facility by the end of 2026. The Northwest Division, which will begin a retrofit in early 2025, will highlight the second phase of the ZEB program with electric buses arriving in 2026.

The Eastern Division is anticipated to begin its reconstruction in 2026 and is planned to become one of the few facilities in the U.S. that are purpose-built zero-emission bus facilities, housing a zero-emission bus fleet starting in 2028. Beginning in 2030, the Bush Division is planned for a series of similar infrastructure investments.

MDOT MTA is one of the largest multi-modal transit systems in the United States. MDOT MTA operates LocalLink Bus service, Commuter Bus, Light RailLink, Metro SubwayLink, MARC Train service and a comprehensive Mobility paratransit system. MDOT MTA’s goal is to provide safe, efficient and reliable transit across Maryland with world-class customer service. As a participating agency in APTA’s Health and Safety Commitment Program, MDOT MTA is dedicated to keeping our employees and passengers safe throughout the COVID-19 pandemic. To learn more,
visit https://www.mta.maryland.gov or check us out on Facebook at facebook.com/mtamaryland, YouTube.com/TheMTAMaryland and follow us on Twitter @mtamaryland

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bmarshall1@mdot.maryland.gov

Paul Shepard
Office: 410-767-3935
Cell: 443-622-4181
pshepard@mdot.maryland.gov
Zero Emissions Website [ZEB (maryland.gov)]

[Image]

Project website coming soon!

Zero Emissions Bus Program
Sign up for Email Updates
Learn more about the ZEB program

Eastern Bus Division Reconstruction
Check out the project flyer

Contact Us at [ZEB@mta.maryland.gov](mailto:ZEB@mta.maryland.gov)
Transit Information Contact Center: 410.539.5000
Toll Free: 1.866.RIDE MTA (1.866.743.3682)
TTY: 410.539.3497
FAQ Overview of Zero Emissions Buses (ZEB)

What is the timing for the ZEB transition?

<table>
<thead>
<tr>
<th>Year</th>
<th>Event/Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>7 ZEBs delivered to Kirk Division for pilot program</td>
</tr>
<tr>
<td>2024-2028</td>
<td>Facility upgrades at Kirk, Eastern and Northwest Divisions</td>
</tr>
<tr>
<td>2025</td>
<td>Approx. 70 zero-emission buses per year will begin service</td>
</tr>
<tr>
<td>2030</td>
<td>50% of the MDOT MTA fleet is transitioned to ZEB</td>
</tr>
<tr>
<td>2045</td>
<td>95% of the MDOT MTA fleet transitions to ZEB</td>
</tr>
</tbody>
</table>

Why is MDOT MTA switching to ZEBs?

- The Maryland Zero Emission Bus Transition Act states that MDOT MTA cannot buy diesel buses beginning in Fiscal Year 2023.
- MDOT MTA is committed to The State of Maryland’s 2030 GGRA Plan to convert 50% of the fleet to ZEB by 2030.
- The Central Maryland Regional Transit Plan sets a goal of converting 95% of the MDOT MTA fleet to ZEB by 2045.

What’s next?

- In 2023, ZEB battery range testing will be conducted and new electric charging infrastructure will be installed at Kirk Bus Division.
- In the Fall of 2022, planning, design, and environmental review begins at Eastern Bus Division.

Benefits of ZEBs

- NO engine oil changing
- NO tailpipe emissions
- NO smell or fumes
- NO engine noise
- NO engine filter changing

Visit zeb.mta.maryland.gov or email zeb@mta.maryland.gov to learn more or to get involved.

For more information, or to request this document in an alternate format or translated into another language, please contact the department listed below.

MDOT MTA Transit Information Contact Center
410-539-5000 • 866-743-3682 • TTY 410-539-3497 • Maryland Relay Users Dial 7-1-1
Como parte del programa de autobuses con cero emisiones, MDOT MTA está reconstruyendo a Eastern Bus Division para apoyar los autobuses eléctricos (los BEB, por sus siglas en inglés).

Cronograma del Proyecto

- **2022**: Inicio de planificación, diseño y revisión ambiental
- **2024**: Terminación de planificación, diseño y revisión ambiental
- **2025**: Inicio de construcción
- **2028**: Se abre la división reconstruida

**Beneficios del Proyecto**

- **Flotilla más limpia y silenciosa** de autobuses eléctricos
- **Características de sostenibilidad** para obtener LEED Silver, incluyendo paneles solares
- **Entrada exclusiva para autobuses**, separada de calles residenciales
- **Intersección mejorada** en Ponca St. y Eastern Ave.
- **Estacionamiento para empleados** que dejará libre el estacionamiento en las calles
- **Aceras y cruces para peatones** mejorados
- **Instalaciones modernas** para operadores y personal de MDOT MTA

zept.mta.maryland.gov
As part of the **Zero Emissions Bus** program, **MDOT MTA** is rebuilding the **Eastern Bus Division** to support **100% Battery Electric Buses (BEBs)**.

**Project Schedule**

<table>
<thead>
<tr>
<th>Year</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>Begin Planning, Design, and Environmental Review</td>
</tr>
<tr>
<td>2024</td>
<td>Complete Planning, Design, and Environmental Review</td>
</tr>
<tr>
<td>2025</td>
<td>Start of Construction</td>
</tr>
<tr>
<td>2028</td>
<td>Reconstructed division opens</td>
</tr>
</tbody>
</table>

**Project Benefits**

- **Cleaner and quieter** fleet of battery-electric buses
- **Sustainability** features to attain LEED Silver, including **solar panels**
- **Dedicated bus entrance** separated from residential streets
- **Upgraded intersection** at Ponca St. and Eastern Ave.
- **On-site employee parking** will free up street parking
- **Improved sidewalks and crosswalks**
- **Modern facility** for MDOT MTA operators and staff

[zeb.mta.maryland.gov](zeb.mta.maryland.gov)
What improvements are being made?

Eastern Bus Division is an important part of MDOT MTA's bus system, but it was originally built in the 1930s and it lacks the technology and space to support BEBs.

1. Ponca St. will be shifted further east to allow more space on the bus facility site.
2. Solar panels will be installed on the roof of the bus storage building.
3. Employee parking will be located on top of the bus storage building.
4. The bus entrance into the facility will be on Ponca St.
5. Trucks will enter the facility from Ponca St.
6. The intersection of Eastern Ave. and Ponca St. will be reconstructed. New crosswalks and signals will be installed to improve pedestrian safety.
7. Ponca St. will be reconstructed as a safer road with one lane per direction, turn lanes, tree buffers and a green median.
8. The transportation and maintenance building will include space for bus operations, maintenance and training.

Contact

For more information, visit zeb.mta.maryland.gov. To request a presentation at your upcoming community meeting, email ZEB@mta.maryland.gov.
Eastern Bus Division Reconstruction Public Outreach Summary
Door-to-Door Outreach in Greektown, Baltimore - September 16, 2022

Outreach Overview
The Eastern Bus Division Reconstruction public outreach team conducted door-to-door outreach from 3-6:15 p.m. on September 16, 2022, in the Greektown neighborhood of Baltimore. This outreach was conducted in the northern portion of the neighborhood adjacent to the Eastern Bus Division on the blocks to the north of Eastern Avenue, including the 100-400 blocks of Oldham St., Newkirk St. and Macon St., the 4000 block of Gough St. and 300-400 blocks of Lehigh St. The team broke into three groups for door-to-door canvassing, while one team member stayed at a table at the Eastern Ave. and Ponca St. bus stop to provide information to pedestrians. Each door-to-door outreach group brought English and Spanish fliers and tracked the number of houses they reached, including those at which they talked with a resident and those at which no one answered the door, and they left fliers. If no one answered the door, the team dropped off fliers in both English and Spanish.

The public outreach team provided information to a total of 315 addresses.

![Figure 22: Area of outreach on 9/16/2022](image)

<table>
<thead>
<tr>
<th>Type of Contact</th>
<th>Number of Addresses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Talked to resident or business owner</td>
<td>51</td>
</tr>
<tr>
<td>Dropped off flier (and did not speak with anyone at the address)</td>
<td>264</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>315</strong></td>
</tr>
</tbody>
</table>

- The team talked to at least 11 people whose primary language is Spanish (at least 21% of total conversations). Note that some groups did not record.
- We talked to the owner of El Rincon restaurant on 426 S Macon St., who said her customers might be interested in learning more about the project. We dropped Eastern postcards off at the restaurant.
- One of the proprietors of the Crazy Greeks restaurant remembered us from the outreach we did to businesses on Eastern Ave. in 2021. His primary language is Greek, but he expressed to us that he remembered the project.
- Several residents spoke neither English nor Spanish. We met one resident who spoke only Greek and one resident who appeared to be from south Asia.
- The residents we spoke to generally were thankful that MTA is providing them with information about the project. We did not receive many questions from the public. We did not hear any negative feedback.

- The shirts turned out well and staffers commented that they’re good quality.

**Lessons Learned from Door-to-Door Outreach**

- We need to translate the flier to Greek. Arianna Koudounas (WSP) speaks Greek and can help with this translation
- It was very useful to have a Spanish speaker on each team because most of the residents we spoke with were Spanish speakers.
- Outreach staff suggested that, when possible, the teams of two split up and canvas across the street from each other and call the Spanish-speaker over if/when needed.

**Table at Bus Stop**

One member of the public outreach team stayed at a table next to the Eastern Ave. and Ponca St. bus stop with fliers, postcards and a sign-up sheet to receive project updates.

- **Signed up to receive project updates:**
  - Tyra Trotman: Tyratrotman@gmail.com

**Photos**
<table>
<thead>
<tr>
<th>Public Outreach Activity</th>
<th>Date</th>
<th>Notes</th>
<th>Comments Incorporated into Eastern Division Design Program</th>
<th>Comments Incorporated Into PIP Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Council Briefing - Councilmember McCr...</td>
<td>8/23/2021</td>
<td>The Eastern project team met with Councilmember McCr... to provide project information and field questions.</td>
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</tr>
<tr>
<td>City Council Briefing - Councilmember Cohen</td>
<td>8/24/2021</td>
<td>The Eastern project team met with Councilmember Cohen to provide project information and field questions.</td>
<td></td>
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<tr>
<td>Email outreach begins</td>
<td>9/1/2021</td>
<td></td>
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</tr>
<tr>
<td>Presentation to Highlandtown Community Association</td>
<td>9/4/2021</td>
<td>The Eastern project team met with HCA over Zoom to discuss the project concept and ways to engage the organization throughout the project. The project team will coordinate with HCA during concept design to present at a standing community meeting.</td>
<td>Project team will continue to coordinate with Highlandtown Community Association</td>
<td></td>
</tr>
<tr>
<td>Presentation to Southeast CDC</td>
<td>9/29/2021</td>
<td>The Eastern project team met with Southeast CDC to discuss the project concept and ways to engage the organization throughout the project.</td>
<td></td>
<td></td>
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<tr>
<td>Canvassing of Businesses on Eastern Ave.</td>
<td>10/1/2021</td>
<td>The Eastern project Team went in person to businesses on Eastern Avenue to inform business owners and/or employees about the Eastern project and gain contact information for these businesses for future project communications. These businesses included La China Poblana, Yolanda's Grocery, Hair Lounge, Express Tag and Title, Icaros Restaurant, Miguel's Barbershop, Tom's Bar, O'Connor's Check Cashing and Liquors, Greek Town Grill, El Merengue, Hellas Inc., Pupuseria Mama Tana, GG's Bakery, Deli Latino, Barber Salon Katheri's, Zorba's Bar and Grill. These business owners did not have specific questions about the project, but many were appreciative to receive the information and noted that they look forward to future communication as design advances.</td>
<td>This outreach created business contact list.</td>
<td></td>
</tr>
<tr>
<td>Presentation to Greektown Neighborhood Association</td>
<td>10/19/2021</td>
<td>The Eastern project team met with GNA over Zoom to discuss the project concept and ways to engage the organization throughout the project. The project team will coordinate with GNA during concept design to present at a standing community meeting.</td>
<td></td>
<td>Will present at regularly scheduled community meetings</td>
</tr>
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<tr>
<td>Presentation to Nuestras Raices</td>
<td>10/19/2021</td>
<td>Discussed the project concept and ways to best engage the Latino community throughout the project. Recommended that the Eastern project team come to festivals hosted by the Latino community to share information and provide a contribution to these events. He also recommended communication materials be designed with mostly graphics and minimal text.</td>
<td>Based on input, the Eastern project team will attend events hosted by the Latino community and share project information in these contexts. The public outreach team will design communications materials based on recommendations of using graphics versus text.</td>
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<td>Site walk with Oldham Crossing HOA and Greektown Neighborhood Association Leaders (Brook Bomberger, Liam Davis, Michael Bates)</td>
<td>11/28/2021</td>
<td>The Eastern Bus Division project team went on a site walk with Oldham Crossing HOA and Greektown Neighborhood Association leaders. On this walk, they discussed the Eastern project concept and learned about the community context. They had several comments about desired changes around the bus facility: 1) Consider adding pedestrian lighting along Oldham St. because it gets very dark under the trees at night and is dangerous to walk through this section; 2) Take buses and trucks off of Oldham St.; 3) Employee parking is an issue and it would be preferred to have all employees park on site, rather than neighborhood streets; 4) Improvements are needed at the bus stop on Eastern Ave. 5) The Eastern Ave. intersection is not designed well for pedestrians. 6) They like the vegetated bump outs on Oldham St. in front of Oldham Crossing.</td>
<td>Will incorporate pedestrian lighting on Oldham St., Designing will include onsite parking for all employees, Designing pedestrian safety improvements at the Eastern Ave. intersections at Oldham St. and Ponca St. and Design will retain the vegetated bump outs on Oldham St. The site design has incorporated the relocation of the bus entrance to Ponca St., which takes bus and truck movement off of the residential street, Oldham St.</td>
<td>Incorporating bus stop improvements into future public engagement</td>
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<tr>
<td>Presentation to Baltimore City Schools Coordinator</td>
<td>1/7/2022</td>
<td>The Eastern Bus Division project team met with Margie Hartman over Zoom to discuss the project concept and ways to engage the school community throughout the project. Ms. Hartman suggested improving pedestrian safety at the Eastern Avenue intersections because many elementary school students use this route to walk to school. Ms. Hartman provided suggestions for engaging Spanish-speaking families and formatting meetings to ensure that there is childcare and dinner available to those participating.</td>
<td>The Eastern project team is including pedestrian safety improvements at the Eastern Ave. &amp; Ponca St. and Eastern Ave. &amp; Oldham St. intersections in response to public comments that pedestrian safety is a priority at these locations.</td>
<td>Provided suggestions for engaging Spanish-speaking families and formatting meetings to ensure that there is childcare and dinner available to those participating. Recommendations for public meetings will be incorporated into future public meetings.</td>
</tr>
<tr>
<td>Presentation at Highlandtown Community Association community meeting</td>
<td>6/20/2022</td>
<td>The Eastern Bus Division project team presented at the monthly Highlandtown Community Association meeting in person at Breath of God Church in Highlandtown on 6/20/2022 at 7:00 PM. Approximately 10 participants joined in person and additional participants joined online via Zoom. Meeting participants had the following questions: 1) Where will buses will go during construction? 2) Will bicycle infrastructure be added? 3) Will Eastern Division be a transit hub? Meeting attendees did not express any concerns about the project.</td>
<td>Bicycle racks have been incorporated as part of the project design, but bicycle lanes are not part of the Eastern Division project scope. The project team will investigate bus stop improvements at the site, but does not anticipate the site to become a transit hub at this time.</td>
<td>Eastern project team will add information to future outreach about where buses will go (stored or temp. re-routing?) during construction.</td>
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<tr>
<td>Presentation at Greektown Neighborhood Association community meeting</td>
<td>6/29/2022</td>
<td>The Eastern Bus Division project team joined the Greektown Neighborhood Association (GNA) at Ikaros Greek restaurant to discuss the Eastern Bus Division project on 6/29/2022 at 7:00 PM. Approximately 12 participants joined in person and additional participants joined online via Zoom and Facebook Live. Meeting participants had the following questions: 1) Will the parking lot adjacent to the new bus division (on Eastern Ave) be zoned for transit-oriented development? 2) Will there be any pedestrian access into the division for MTA staff on Oldham St.? 3) Who will maintain the street trees on the new Ponca St.? 4) Will the existing old growth trees on Oldham St. be retained? If so, can they be trimmed to improve pedestrian access? 5) Did MTA look at other locations for the bus division? 6) How long will construction take? Overall, meeting participants were excited about the project and happy about the upgrades that the project will bring to the site. They commented that they look forward to future opportunities for community input for the green space, Oldham St. exterior wall and bus stop improvements. The community group leaders expressed that this team is the best government group they have worked with and were happy that their comments during the walking tour were reflected in the concept design.</td>
<td>Based on community members' comments at the GNA meeting, the Eastern project team will investigate the possibility of rezoning the parking lot adjacent to the division as TOD and look into the appropriate amount of pedestrian access for Eastern employees from the division onto Oldham St. as design progresses. Project design is intended to have as little impact on the old growth trees on Oldham St. as possible. MDOT MTA will look into ensuring these street trees are trimmed over the sidewalk for pedestrian safety and visibility at night. Design plans for the Oldham St. planting island bump outs is to remain Pedestrian lighting to be added on Oldham St.</td>
<td></td>
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</table>
## Public Outreach Activity

<table>
<thead>
<tr>
<th>Activity</th>
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<th>Comments Incorporated into Eastern Division Design Program</th>
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<tbody>
<tr>
<td>Door-to-Door Outreach and Table at Bus Stop</td>
<td>9/16/2022</td>
<td>The Eastern Bus Division Reconstruction public outreach team conducted door-to-door outreach from 3:00-6:15 p.m. on September 16, 2022, in the Greektown neighborhood of Baltimore. This outreach was conducted in the northern portion of the neighborhood adjacent to the Eastern Bus Division on the blocks to the north of Eastern Avenue, including the 100-400 blocks of Oldham St., Newkirk St. and Macon St., the 4000 block of Gough St. and 300-400 blocks of Lehigh St. The team broke into three groups for door-to-door canvassing, while one team member stayed at a table at the Eastern Ave. and Ponca St. bus stop to provide information to pedestrians. Each door-to-door outreach group brought English and Spanish fliers and tracked the number of houses they reached, including those at which they talked with a resident and those at which no one answered the door, and they left fliers. If no one answered the door, the team dropped off fliers in both English and Spanish. The public outreach team provided information to a total of 315 addresses. They spoke in person to community members at 51 addresses, with at least 11 individuals whose primary language is Spanish.</td>
<td></td>
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<tr>
<td>Fiesta Baltimore</td>
<td>10/9/2022</td>
<td>Provided project information to festival participants, many of whom spoke Spanish as their primary language.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ZEB project website</td>
<td>10/10/2022</td>
<td>Website in development.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>