

Howard County Environmental Sustainability Board Meeting  
Robinson Nature Center - Columbia, MD  
October 12, 2017  
7pm-9pm

#### Attendees

Olivia Farrow	ESB
James Zoller	OCS
Sonia He	ESB
Jim Caldwell	OCS
Nancy McAllister	ESB
Chris Tsien	ESB
Christine Conn	ESB
Clive Graham	Office of Transportation
Matt Hoover	OCS
Ned Tillman	Citizen

#### Summary

7:12 PM – Olivia opened the meeting and had everyone announce who they were and what affiliation they had with the county.

7:20 PM – James Zoller from the Office of Community Sustainability gave a presentation on the Roving Radish. The idea of the Roving Radish is to promote healthy eating and make healthy food available throughout the county. A serving size for a kit must be 750 calories or less and have less than 30% fat.

The program initially started out by selling vegetables but was turned into a full meal kit program. The meals were prepared in the detention center and used inmates for the food preparation. The food was initially purchased from the Common Market in Philadelphia. The program was given grants from the Howard County Health Department, the Horizon Foundation and the United Way. The program initially started off with 5 drop off locations and currently has 10 drop off locations.

The program outgrew the detention center kitchen and so they moved to Old Bushy Park Elementary school in 2015. They were unable to use inmates after the move to the school so they hired an assistant manager, a kitchen assistant and started asking for volunteers. They also started sourcing local food for the program.

In 2016 Roving Radish added an outdoor refrigerator and a 2<sup>nd</sup> van. The website was changed to an e-commerce site to make it easier to track and take orders.

This year the program started in May which is a month earlier from when it was started in previous years. They introduced the vegetarian meal to the program which has been well received. They currently have a Program Manager, a Kitchen Manager, two drivers, a Kitchen Assistant Manager and a Kitchen Assistant. They also have 3 to 4 volunteers that assist each day with the meal preparation. They added a liquid filling machine and added a packing room to the kitchen to improve the kitchen efficiency. They sold 2300 kits in 2014 and for 2017 they are on pace to sell 6600 kits.

Every year the Roving Radish meets with farmers prior to the season. They also send out lists to every farmer each week to advise what ingredients will be needed and to verify who can supply it.

Other programs the Roving Radish is involved with are Weekend Warrior, which supplies back-packs of food to kids, and they provide salad for the Days of Taste. A pilot was started for a distribution network between restaurants and local farms. The challenge with the distribution network is to get local farms and restaurants vested in the program.

The Roving Radish currently assists with the Howard County Fair. They sponsor the Howard County Health Department Farm Stand to help the redemption of farmer market vouchers. Roving Radish also attends the Trucker Treat.

Current goals are to increase participation of local farms, increase the purchase from local farms and increase the subsidized customer base.

8:05 PM – Christine Conn gave an overview of the Maryland Commission on Climate Change (MCCC). The MCCC is supported by four working groups which are the Adaptation and Response Working Group, The Scientific and Technical Working Group, The Education, Communication and Outreach Working Group, and the Mitigation Working Group.

The Greenhouse Gas Emission Reduction Act (GGRA) was originally adopted in 2009. It required that Maryland develop and implement a plan to reduce greenhouse gas by 25% by 2020. The GGRA plan appears to be on pace to meet the 25% reduction by 2020. Most of the reductions are expected to come from energy and transportation reductions of greenhouse gas.

The reduction should not impact the community negatively. The Reauthorized and enhanced GGRA of 2016 was signed into law on April 4, 2016. The core elements of the law are 40% reduction by 2030, it must support a healthy economy and create new jobs. It also must maintain the structure and safeguards from the 2009 law. Each county must have their own plan and nothing is mandated for the counties to do. During 2016, 2017 and 2018 the Maryland Department of Environment, other state agencies, MWG and stakeholders will research and build the 40% by 2030 reduction plan. By December 31, 2018 the Draft plan will be submitted to Governor and General Assembly. By December 31, 2019 the Final plan will be submitted to the Governor and General Assembly.

Christine stated that climate change affects all types of sectors such as areas where there is not enough water and areas where there is too much water. It also affects all sectors of our economy, society and environment. A suggestion was made to have DNR come meet with Howard County.

Key mobile source programs that will drive significant post 2020 reductions:

The Maryland Clean Cars Program

Federal Light Duty Fuel Economy Standards

Federal Tier 3 Vehicle and Fuel Standards

Federal Phase 1 Medium and Heavy Duty GHG Standards

Federal Renewable Fuel Standards

Federal Phase 2 Medium and Heavy Duty GHG Standards (in proposal phase)

Federal GHG Reductions from Aircraft

Key Energy and Other Sector programs

Regional Greenhouse Gas Initiative

Potential Clean Power Plan/CPP (inside Maryland and in states that Maryland imports energy from)

Empower Maryland/PSC 2015 Energy Efficiency Goals

Renewable Portfolio Standard

New and Enhanced Programs

Short-Lived Climate Pollutants

Creative Financing

Enhanced State/Local/Federal Partnerships

8:34 PM – Clive Graham from the Office of Transportation spoke about Central Maryland Transit Development Plan. He wants support from the board for the plan. The goal is to present the plan to the council in January. The plan is a collaboration with Anne Arundel County, Northern Prince George's County, the City of Laurel, The Regional Transportation Agency (RTA) and the Maryland Transit Administration (MTA). The plan needs to be endorsed by elected officials from Howard County and Anne Arundel County.

The Office of Transportation collected public input to find out what residents wanted from the plan. The goal of the plan is to make transit a choice and not an option of last resort. Part of the plan will involve fifteen bus routes which will include six Howard County routes, three Anne Arundel County routes, two Prince George's County routes and four regional routes.

The biggest issues with the current RTA system is they are using an old fleet so more breakdowns happen. Long circuitous routes stop people from getting to where they need to go quickly, and weekend service is very limited. What riders want is a reliable service, more frequent buses, more weekend service and connections to more places people need to go to.

The plan response elements include shorter routes and straighter routes to help decrease travel time. There are currently nine routes and the new plan has fourteen routes. The routes will connect to where more people need to go to such as work, shopping, and schools. They are going to have more frequent service on four key routes which they only have on two routes currently.

Phase 1 which will include the fourteen routes, half hour headways on four key routes, reduced travel times, and significantly increased weekend service will begin on January 2019. Phase 2 will include expansion routes, more half hour headways, further increased weekend service and add twelve more buses. Eight of the buses are going to be diesel and four are going to be electric buses. Phase two will be implemented over time. Phase one will cost approximately \$1.3 million and phase two will cost approximately \$2.3 million.

Paratransit which makes about 83,000 trips takes up about 40% of the budget. They are trying to find a more cost-effective way to provide this service. Some trends for paratransit are increased number of medical trips. The contractors are paid for the trips even if the person is a no show or the trip is cancelled. The average net trip cost to RTA for a fixed route is \$6.85 and for a paratransit the average cost is \$56.33.

The Plan elements for the cost reduction of the Paratransit is to have the service focus more on those who need it most, incentivize the paratransit riders to use the fixed route service, increase the fares and raise the "senior" age from 60 to 65. For the General Paratransit (GPT) services they want to reduce the number of trips allowed per month which is currently at one round-trip per day and redirect some trip types if a fixed route is available.

Related initiatives for the next 3 to 5 years will include an increase in state operating and capital funds, bus fleet improvements, a consistent fare structure, an improved fare collection, bus stop improvements, a downtown transit center, a downtown circulator, and improve the website/information sharing resources.

They have a feeling people will use public transportation if the service is good. They want a letter of recommendation from the ESB. They also want someone to testify on the plans behalf from the board if the board has someone available to do so.

9:07 PM – Meeting Adjourned