COMMISSION MEETING #3

June 18, 2019
Hein Public Service Building
Glen Burnie, MD
WELCOME & OVERVIEW

Mike Kelly, Executive Director
Baltimore Metropolitan Council
MEETING AGENDA

- Welcome & Overview
- Host Remarks
- April Meeting Minutes Review
- Commission Chair
- Intro and Set Up
- Public Involvement Update
- Goals – Part I
- Break
- Goals – Part II
- Customer Experience and New Mobility
- Transit Funding Overview
- Public Comment
- Next Steps
APRIL MEETING MINUTES REVIEW

Holly Arnold, Deputy Administrator
Maryland Department of Transportation
Maryland Transit Administration
COMMISSION CHAIR

Holly Arnold, Deputy Administrator
Maryland Department of Transportation
Maryland Transit Administration
INTRO AND SET UP

Holly Arnold, Deputy Administrator
Maryland Department of Transportation
Maryland Transit Administration
Plan Development

ANALYZE
Review the current system; identify opportunities for improvement.

PROPOSE
Review system performance and propose improvements.

PUBLISH
Present findings and recommendations.

March 2019
Review State of Good Repairs

April 2019
Overview of Trends and Benchmarks, Draft Goals

June 2019
Review of Trends and Goals, Funding, and New Mobility

September 2019
Address Service Gaps and Corridors of Need

October 2019
Understand the Rider Perspective

December 2019
Review Goals and Prioritize Strategies

April 2020
Review Draft Plan

June 2020
Update Draft Plan Based on Feedback

September 2020
Review and Publish Final Plan

Connecting Our Future
A Regional Transit Plan for Central Maryland
Today’s Focus

- Update on public involvement
- Central Maryland transit vision and goals discussion
- Introduction of Customer Experience and New Mobility
- Overview of Transit Costs and Sources of Funding
As requested by the Commission at the last meeting, we researched some comparable transit plans.

<table>
<thead>
<tr>
<th>Region</th>
<th>Vision Statement</th>
<th>High-Level goals</th>
<th>Time Spent Developing the Plan</th>
<th>Notes</th>
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<td>Focus on need for funding</td>
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<td>☑</td>
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<td>14 months</td>
<td>Detailed list of KPIs</td>
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<tr>
<td>Seattle</td>
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<td>30 months</td>
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Most used a variety of public engagement tools including open houses, advisory groups, and surveys.
PUBLIC INVOLVEMENT

Teddy Krolik, Chief of Engagement
Maryland Department of Transportation
Maryland Transit Administration
Public Involvement Methods

MAKE IT EASY  | Meet people where they are

MAKE IT INTERACTIVE  | Create experiences where people can connect directly with RTP staff

MAKE IT COMPREHENSIVE  | Use both high-tech and low-tech resources to share all relevant information
- 5/13 Harford County: Bel Air Library
- 5/14 Baltimore County: Owings Mills Metro Station
- 5/15 Baltimore City: ImpactHub
- 5/22 Howard County: The Mall in Columbia
- 5/23 Anne Arundel County: Glen Burnie Library
Boards provided opportunities to identify priorities and preferences using sticker dots

- Dot color to differentiate regular transit riders so groups can be compared
- Staff available to walk participants through boards and answer questions
Make It Comprehensive

- Project purpose, existing transit in the region, trends, and projected growth
- Business cards to direct people to the project website
- Project information sheets
- Surveys (hardcopy and online)
- Comment cards
Open House Key Takeaways

- Approximately 300 attendees
- High engagement and positive response to format
- Themes we heard:
  - Regional connectivity
  - Service frequency and reliability
  - Bus stop amenities (e.g., shelters, benches)
  - Personal safety
  - Cleanliness and condition
  - Access challenges for senior and minority customers
  - Customer service
  - Access to more real-time data
I love transit because it saves the environment and better connects people to opportunities!

In 2045 I want transit to ease traffic!

My #1 goal is to make sure transit gets Baltimore City school children to school on time!
Visions for Transit in the Region

I love transit because it’s convenient! We need it in Harford County

I love transit because it makes life EASIER!!! (when done right)

My #1 goal for transit is… free fares, more frequent service, trains from Frederick to Waldorf & Ocean City
What Areas Should be Priorities for Transit Service?

- Need more weekend service, as many jobs are on the weekend
- Patients who transfer to access hospitals should find it easy to connect
What Would Encourage You to Ride Transit More?

- MORE CONVENIENT STOPS
- MORE FREQUENT SERVICE
- MORE RELIABLE SERVICE
- OTHER

People will ride if MTA provides frequent, reliable service. Start with the service, ridership will increase.

Greater frequency and more shelters and benches.
Require transit planning with development planning as part of the process.

New jobs need transportation.
What Would You Prioritize Improving?

Before adding to present system, improve safety, cleanliness, and operating more without breaking down.

Waits are too long, need frequent, timely service on all lines.
Does New Mobility Make You More or Less Likely to Take Transit Today?

Number of Responses

MORE LIKELY

LESS LIKELY

TELL US MORE WITH A STICKY!

- TRANSIT RIDER
- NOT TRANSIT RIDER

Bike racks, bike-share, scooter-share at stations and more bus stops

Do these serve as a crutch to the bus system?
Spring Outreach Wrap-Up

- Second survey (web and print) closing June 30
- Survey result compilation and analysis
- Phase I Outreach Report
June Locations:
- Aberdeen MARC Station (Harford Co.)
- Aberdeen Library (Harford Co.)
- Eastpoint Mall (Baltimore Co.)
- Essex Library (Baltimore Co.)
- Cherry Hill/South Baltimore Market (Baltimore City)
- Harbor Market at McKeldin Square (Baltimore City)
- Baltimore VA (Baltimore City)
Planning Process - Generally

**Discovery**
Establish solid goals, objectives, performance measures, and evaluation methods
Document existing conditions

**Analysis and Exploration**
Create common understanding, explore differences, and identify commonalities among the differences

**Preferred Approaches**
Compare and contrast on-target ideas in a way that aligns with the measures and study priorities

**Refine Ideas**
Connect the dots of how the direction we are headed aligns with the input we’ve received and the direction and expectations we established for ourselves

**Finalize Plan**
Articulate the direction and its details
Relate it all back to the process and how the outcome is supported by the deliberation that came before

**NEW TOPIC**

**DIVERGENT**

**TURNING POINT**
(MOST DIFFICULT STAGE OF THE PROJECT)

**CONVERGENT**

**DECISION**

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We are here
Legislation
“Develop a 25-year Regional Transit Plan for Central Maryland to meet the transit needs of the core service area.”

Themes from other Regional Plans
- Connecting residents to jobs and supporting economic development
- Providing safe, reliable, affordable transportation
- Fostering partnerships and stakeholder participation
- Promoting transit as a viable alternative to automobile transportation
- Decision-making based on financial and environmental sustainability

Our Focus Areas
- State of Good Repair
- Funding
- Service Quality & Integration
- Customer Experience
- Corridors of Opportunity
- Access
- New Mobility
Themes from Previous Public and Commission Input

- Connectivity & seamlessness
- Safety
- Efficiency & reliability
- Access to jobs and education
- Ease of use
- First mile/last mile
- Economic growth

- Air quality
- Congestion mitigation
- Attractiveness
- Serving disadvantaged and vulnerable populations AND attracting choice riders
- State of good repair
- Funding
What is your community proud of today?
What gets you excited about the future? (in the region or in your community)
Where should we all be keeping a watchful eye, today and into the future?
Goal Articulation Exercise

- **There are no bad ideas.** Free think and be open to the ideas of others.
- **Keep it simple.** Focus on individual words and brief phrases.
- **Keep it to a high level.** Consider values, community-building concepts, qualities, and themes.
- **Be aspirational.** Communicate what we should strive for.
- **Suggest** “where we want to take things” instead of “what we are going to do” or “how we are going to do it.”
BREAK
GOALS - PART II

RTP Project Staff
Goal Articulation Exercise

- **There are no bad ideas.** Free think and be open to the ideas of others
- **Keep it simple.** Focus on individual words and brief phrases
- **Keep it to a high level.** Consider values, community-building concepts, qualities, and themes
- **Be aspirational.** Communicate what we should strive for
- **Suggest** “where we want to take things” instead of “what we are going to do” or “how we are going to do it”
Draft RTP Goals (April Meeting)

- Ensure Financial Stewardship
- Focus on the Rider Journey
- Prioritize Equitable Access
- Deliver a Safe and Sustainable Transit Network
- Promote the Region’s Economic Competitiveness
- Encourage a Nimble Approach to Technological Advances

Concepts

- Funding
- System Maintenance
- Rider Experience
- Access
- Safety
- Environment
- Economic Competitiveness
- Technology (or The Future)
Discussion

- What are the community values that should be woven into the goals?
- What qualities should describe these things?
- Who are our core and reach audiences?
- Where must transit connect?
- How should the system feel?
- What do we want transit in the region to be known for?
- What effects do we want transit to have on the region?
- Your prompts AND other thematic areas?
Where We Go from Here

- Highlight common ideas and identify potential areas of importance/criticality
- Highlight differences and discuss
- Identify and fill gaps
- Draft aspirational goals with areas for additional input and discussion
- Refine goals
FOCUS AREA
OVERVIEW –
TRENDS AND
BENCHMARK

Philip LaCombe
RTP Project Staff
CUSTOMER EXPERIENCE AND NEW MOBILITY
Customer Experience of a Transit Trip

A Transit Trip

1. Planning a Transit Trip
2. Accessing a Transit Stop
3. Waiting for Transit
4. Paying Transit Fares
5. Riding Transit
6. Making Transfers

Connecting Our Future
A Regional Transit Plan for Central Maryland
Planning a Transit Trip

Comprehensive information about transit and new mobility helps riders select the best route

- Trip Planners
- Incentive programs
- Printed timetables
- Automated paratransit reservations
- Real-time information
- Service alerts

TRANSIT + TNC TRIP PLANNING INTEGRATION

Denver RTD has collaborated with TNC Uber to integrate transit trip planning and real-time information into the Uber mobile app.
Accessing a Transit Stop and Waiting for Transit

Transit requires accessible infrastructure to serve people of all ages and abilities

- Sidewalks and curb ramps
- Accessible boarding areas
- Safe and direct walking/biking paths
- Bicycle racks
- Park and ride lots
- Shared first/last mile options (e.g. carshare, bikeshare, scootershare, ridesourcing)

Amenities at transit stops and stations help make waiting safer and more comfortable

SAFE AND ACCESSIBLE PATHS TO TRANSIT
Portland TriMet created a Pedestrian Network Analysis to highlight areas with the most need and opportunity for pedestrian improvements to improve access for people of all abilities
Paying Transit Fares

New technologies provide convenient and efficient methods to pay for transit and integrated New Mobility services

- Ticket vending machines
- Electronic fare boxes
- Mobile ticketing
- Mobility-as-a-Service

- 26% of MDOT MTA fares are paid using digital fare media (CharmCard reloadable smart card and CharmPass mobile app)
- 22% of BaltimoreLink bus trips are made by people without access to a credit/debit card

REGIONAL RELOADABLE FARECARD

In the Minneapolis-St. Paul region, Metro Transit and five connecting locally operated transit systems accept a single reloadable smart card on bus and rail
Riding Transit

On-board amenities make riding transit a safe, comfortable, and pleasant experience for all riders

- Clean vehicles
- Priority seating
- On-board bike racks
- Security cameras
- Cellular infrastructure
- Audible and visual announcements

NEXT STOP DISPLAYS

Minneapolis-St. Paul Metro Transit recently installed displays on some buses informing customers of the next few stops and connecting routes.
Empowering people to transfer between transit routes, modes, and providers maximizes individual freedom of mobility

- Timed transfers
- Wayfinding signage
- Coordinated fares
- Mobility hubs (including microtransit and carshare)
In this section, we explore:

- What is New Mobility? What does it mean? What are the different modes and models of travel?
- What is happening with New Mobility in Central Maryland?
- How is New Mobility being applied elsewhere?
New Mobility Modes and Models

- **Microtransit**
  - e.g., Bridj, Via

- **Bikeshare**
  - docked/dockless
  - e.g., Capital Bikeshare, Spin

- **Scootershare**
  - e.g., Bird, Lime

- **Carshare**
  - point-to-point/round trip /peer-to-peer
  - e.g., Zipcar, car2go, Turo

- **Transportation Network Companies (TNCs)**
  - e.g., Uber, Lyft

- **Ridesharing**
  - e.g., carpool, vanpool

- **Ridesplitting**
  - e.g., UberPOOL, Lyft Line

- **Mobility-as-a-Service**
  - e.g., Whim
## New Mobility in Central Maryland

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*Connecting Our Future*

**A Regional Transit Plan for Central Maryland**
New Mobility Not Yet in Central Maryland

Automated on-demand shuttles
- Local Motors – National Harbor
- AAA – Las Vegas
- EasyMile – Utah

Microtransit
- Via – Arlington, TX
- AC Transit Flex – Oakland CA
- RideAustin – Austin

Point-to-point carsharing
- Car2Go – Washington DC, Denver, Portland, and 7 other cities in North America
New Mobility Not Yet in Central Maryland

**Ridesplitting**
- Lyft Shared – Washington DC, Philadelphia, Denver, and others
- UberPOOL – Washington DC, New York, Denver, and others

**Incentives for New Mobility Users**
- Alaska Airline points for FordGoBike – San Francisco

**Mobility-as-a-Service**
- Whim – Helsinki, Birmingham UK, Antwerp
- Citymapper Pass - London
KEY TAKEAWAYS

- The entire end-to-end experience of using transit involves much more than just where service is offered.
- Transit providers in the region are adopting new technologies to improve the customer experience.
- New Mobility options are changing the ways that people travel and access and use traditional transit.
- The region is just beginning to understand how connected and automated vehicles will affect transit customers.
TRANSIT FUNDING OVERVIEW

Jodie Misiak
RTP Project Staff
In this section, we explore:

- What does it take to run a transit system?
- What are the cost drivers of increasing costs?
- What are the region’s needs to maintain existing services in the future?
- What are the sources of transit funding in the region?
What Does it Take to Run a Transit System?

- Transit agencies have a wide range of needs, with funds coming from different places.
- Operating funds pay for day-to-day activities, like paying vehicle operators and routine vehicles maintenance.
- Capital funds are used to buy new vehicles, renovate stations, and replace equipment – often referred to as State of Good Repair.
- Aging assets tend to drive costs higher.
Transit operating costs are driven by the cost of labor.
Mobility has been growing at a faster rate (7%), also in line with industry trends. This growth rate is projected to persist over the next decade.

O&M: Operations and Maintenance
Central Maryland capital investments increased by 4% per year on average from 2009 to 2018.

Year-to-year variations reflect the “lumpiness” of transit capital investments.
Transit investments by types are highly cyclical, with transit vehicles consistently generating the highest needs.

Other types of investment will generate significant needs in future years, especially for rail.
Why Reinvestment Matters

Reinvestment Drives Capital Costs

- Reinvestment keeps assets operating at higher levels of performance (State of Good Repair)
  - Example: aging rail cars have both lower reliability in terms of distance between failures and higher corrective maintenance costs
  - Replacing aging vehicles or rehabilitating them improves asset condition and service reliability
- Assets exist to provide service to customers
  - Reliable, clean, comfortable service is valued by customers
How much do you think it costs to purchase a…?

- Paratransit Van (MobilityLink)
- Light Rail Vehicle (Light RailLink)
- 40’ Bus (BaltimoreLink Bus)
- Commuter Rail Passenger Car (MARC Train)
- Heavy Rail Subway Car (Metro SubwayLink)

Note: Industry averages from FTA shown here, not MDOT MTA or LOTS procurement costs
What do you think the useful life is for a…?

- Paratransit Van (MobilityLink)
- Light Rail Vehicle (Light RailLink)
- 40’ Bus (BaltimoreLink Bus)
- Commuter Rail Passenger Car (MARC Train)
- Heavy Rail Subway Car (Metro SubwayLink)

Note: FTA Default Useful Life Benchmarks shown here, not MDOT MTA or LOTS specific
Investment costs are significant throughout a transit system’s lifecycle, with higher costs as the system ages and requires rehabilitation and replacement.

The example below illustrates the lifecycle costs of a metro line if it was constructed new today.

**Metro Lifecycle Investments ($ YOE billions)**

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<tr>
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<th>Average Annual Reinvestment Need</th>
<th>Total Capital Investment Need</th>
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<tr>
<td>Initial Construction</td>
<td>N/A</td>
<td>$4.1 billion</td>
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<tr>
<td>Years 1 - 25</td>
<td>$115 million per year</td>
<td>$2.86 billion</td>
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<tr>
<td>Years 26 - 60</td>
<td>$204 million per year</td>
<td>$12.23 billion</td>
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*Note: Year of Expenditure (YOE) costs are inflated at 3% annually*
The total, unconstrained State of Good Repair need for Central Maryland from 2019 to 2045 is just over $13B.

The needs vary each year, both overall and by mode.
Transportation Trust Fund Overview

- All statewide funds dedicated to MDOT are deposited in the Transportation Trust Fund (TTF), and disbursements for all transportation programs and projects are made from the TTF.
- Funds are not earmarked for specific purposes.
- There are always more needs than funds.
- Most TTF revenues lose their buying power over time due to inflation.
MDOT’s 6-Year Combined Capital & Operating Program

Note: Funds are from the Transportation Trust Fund and MDTA; debt service and highway user revenue are not included.

MDOT MTA currently represents 30% of MDOT’s 6-year combined capital and operating program ($30.2 Billion)

Total TTF transit spending in Maryland (MDOT MTA + WMATA) represents 47% of MDOT’s 6-year combined capital and operating program

FY 2019-2024 Summary per TBU

MTA 30%
WMATA 17%
SHA 35%
TSO 3%
MVA 5%
MAA 6%
MPA 4%
Note: Funds are from the Transportation Trust Fund and MDTA; debt service and highway user revenue are not included.
MDOT MTA’s share of statewide capital and operating expenditures has stayed around 30% between 2009 and 2019.

Expenditures significantly increased between 2013 and 2014 due to new revenues approved by the legislature (Transportation Infrastructure Investment Act).

MDOT Funding Totals since 2009 ($Billions)

Note: Includes six-year capital and operating funding; excludes debt service
MDOT MTA’s State TTF capital funding sources have grown 6% per year on average between 2009 and 2018.
MDOT MTA State TTF operating funding has increased 4.7% per year between 2009 and 2018
The funds received by MDOT MTA from the federal government include:

- **Formula Grants (may include)**
  - Urbanized Area Formula (Section 5307)
  - State of Good Repair (Section 5337)
  - 5339 Bus and Bus Facilities (5339)

- **Discretionary Grants**

Historically, these funds have served to support:

- Vehicle replacements (buses, MARC cars, LRV overhaul, Metro cars)
- Guideway rehabilitation
- Station and facility maintenance and upgrades
Definitions of Federal Formula Funds Available to MDOT MTA

- Federal Formula Grants for transit can only be used for certain transit investments and certain modes
- These grant amounts vary according to the total funding available and MDOT MTA’s provided service

Federal Formula Funds:

- **5307 Urbanized Area**
  - Fixed amount of annual capital funds based on a formula
  - All capital projects eligible. Funds can also be used for certain operating expenses.
  - Only projects maintaining/replacing existing fixed guideway and high intensity motor bus (HIMB) assets eligible. 5337 funds can be used for preventive maintenance (PM) for eligible modes as well. For MDOT MTA, Light RailLink, Metro SubwayLink, and MARC are eligible.

- **5337 State of Good Repair**
  - Only eligible for bus and bus facilities. For MDOT MTA, Local Bus and Commuter Bus are eligible.

- **5339 Bus and Bus Facilities**

Discretionary and Other Federal Grants:

- Grants like BUILD (formerly TIGER) obligated to specific projects
- Capital Investment Grants (CIG)
- Congestion Mitigation and Air Quality (CMAQ) grants
The amounts of Federal Formula Grants apportioned to Central Maryland have grown from under $120 million in 2013 to $150 million a year in 2019 (4% per year).

Note: Years 2020-2024 are future estimates.
MDOT MTA is one of the few agencies with no local funding contribution.

Several peer agencies examined receive limited to no state funding.

Local contributions include general revenues or dedicated funding, levied by agencies or local government.

Note: Graph excludes federal funding.
Local Funding Options Used by Peer Agencies

- Sales tax and general fund are the most commonly used funding options
- Agencies generally use two or more local funding options rather than a single source
- The revenue sources used are often steeped in a region’s fiscal practices (e.g. the use of property tax or sales tax)
Alternative Financing, including Public-Private Partnerships

- **Funding vs. Financing**
  
  **Funding:** cash flows and revenue sources  
  **Financing:** leveraging future cashflows and revenue sources, through the use of financial tools such as debt

- **Traditional Financing vs. Alternative Financing**
  
  **Traditional:** Public sector financing, such as Consolidated Transportation Bonds and other MDOT debt  
  **Alternative:** Public-private partnerships involving a financing component, such as private equity and/or debt. A funding source still needs to be identified.

- Only certain projects are suitable candidates for alternative financing. Traditional financing project delivery still has an important role in the provision of most transportation infrastructure.
Alternative Financing is Project-Specific

- Larger Alternative Financing Projects (>$150 million)
  - Purple Line Light Rail Transit P3 (Maryland)
  - Denver Eagle P3 (Colorado)
  - MBTA Fare Collection P3 (Massachusetts)

- Small to Medium-Sized Alternative Funding and Financing Projects (<$150 million)
  - Boston Landing Station: New commuter rail station and also fund O&M for 10 years (Massachusetts)
  - Dunwoody Station Extension: Provision of additional station access (Georgia)
**Partnerships with New Mobility**

- **New Mobility Partnerships**
  - While specific partnerships with Transportation Network Companies (TNCs) are not likely to result in new funding / financing, it may help to reduce costs in certain areas.

- **Examples:**
  - Santa Monica, CA Paratransit: Replaced existing dial-a ride program with on-demand service through Lyft.
  - Boston, MA Paratransit: Supplemented ADA paratransit service to reduce costs.
Key Takeaways

- State of Good Repair reinvestments maintain quality and safety needed for good customer service
- Transit operating and capital costs generally grow faster than inflation
- Central Maryland needs just over $13 billion to maintain assets through 2045
- Alternative financing and partnerships could help reduce the overall cost burden, but they are project-specific and do not typically solve region-wide funding challenges
NEXT STEPS

Holly Arnold, Deputy Administrator
Maryland Department of Transportation
Maryland Transit Administration
Next Steps

**ANALYZE**
Review the current system; identify opportunities for improvement.

- March 2019: Transit 101
- April 2019: Overview of Trends and Benchmarks, Draft Goals
- June 2019: Review State of Good Repair, Funding, and New Mobility

**PROPOSE**
Review system performance and propose improvements.

- September 2019: Address Service Gaps and Corridors of Need
- October 2019: Understand the Rider Perspective
- December 2019: Review Goals and Prioritize Strategies

**PUBLISH**
Present findings and recommendations.

- April 2020: Review Draft Plan
- June 2020: Update Draft Plan Based on Feedback
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Connecting Our Future
A Regional Transit Plan for Central Maryland
Next Commission meeting will be September 20, 2019

Howard County Community College
10901 Little Patuxent Parkway
Rouse Company Foundation Student Services Hall
Room RCF 400
Columbia, MD
Time 9:00 AM to 12:00 PM
CLOSE

Mike Kelly, Executive Director
Baltimore Metropolitan Council