March 27, 2019
Baltimore Metropolitan Council

COMMISSION MEETING #1

Connecting Our Future
A Regional Transit Plan for Central Maryland

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
WELCOME & OVERVIEW

Mike Kelly, Executive Director
Baltimore Metropolitan Council
MEETING AGENDA

- Legislation Overview – Mike Kelly
- Commission Member Introductions
- Opening Remarks – Pete Rahn
- Plan Methodology and Approach – Holly Arnold
- Central Maryland Transit 101 – Kevin Quinn
- Goal Development Exercise – Kimiya Darrell
- Public Comment
- Next Steps – Holly Arnold
Develop a 25-year Regional Transit Plan for Central Maryland to meet the transit needs of the core service area:

- Anne Arundel County
- Baltimore City
- Baltimore County
- Harford County
- Howard County
Develop a Plan that:

- Defines the goals to be achieved through the provision of public transit
- Identifies options for:
  - Improvements to existing transportation assets
  - Leveraging non-Administration transportation options available to public transportation
  - Corridors for new public transportation assets
- Prioritizes corridors for planning of new public transportation assets
- Ensures consistency with local land use and transportation plans

Work in consultation with the Central Maryland Regional Transit Plan Commission and the Baltimore Metropolitan Council
Central Maryland Regional Transit Plan Commission

Designees from:
- Anne Arundel County Executive
- Baltimore City Mayor
- Baltimore County Executive
- Harford County Executive
- Howard County Executive

Appointees representing a business or transportation organization from:
- Senate President
- House Speaker

Appointees from the Governor representing:
- Central Maryland business organization
- MDOT MTA Citizens Advisory Council
- Disabled riders group
- MARC Riders Advisory Council
Commission Role & Responsibilities

- Participate in developing the Plan’s goals
- Participate in developing a meaningful public involvement strategy
- Provide a regional view
- Focus on economic development
- Foster multi-jurisdictional buy-in
- Convene every two to three months
Commission is considered an Executive Unit and its members are public officials
Commission members are subject to the Public Ethics law
  - Annual limited board and financial disclosure statement
Commission must comply with the Open Meetings Act
COMMISSION MEMBER INTRODUCTIONS
OPENING REMARKS

Pete K. Rahn, Secretary
Maryland Department of Transportation
PLAN METHODOLOGY AND APPROACH

Holly Arnold, Deputy Administrator
Maryland Department of Transportation
Maryland Transit Administration
Progress to Date

- **Catalogued relevant plans**
  - Statewide, regional, and local comprehensive and transportation plans
  - National transit plans
- **Organized resources**
  - Assembled project team
  - Collected baseline data
  - Began analysis
- **Initialized Public Outreach**
  - Public Survey
  - Pop-up events
    - Cromwell Light Rail
    - Penn Station
    - Mondawmin
- **Identified Themes**
  - Focus Areas
  - Goals
Focus Areas

- Topics for analysis and discussion
  - State of Good Repair
  - Funding
  - Service Quality & Integration
  - Customer Experience
  - Corridors of Opportunity
  - Access
  - New Mobility
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
Transit 101
Overview of Trends and Benchmarks, Draft Goals, Review State of Good Repair, Funding, and New Mobility

April 2019
Address Service Gaps and Corridors of Need

June 2019
Understand the Rider Perspective

September 2019
Review Goals and Prioritize Strategies

October 2019
December 2019

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
CENTRAL MARYLAND TRANSIT 101

Kevin Quinn, Administrator
Maryland Department of Transportation
Maryland Transit Administration
Central Maryland Transit 101

- Transit in Central Maryland
- Transit Providers
  - MDOT MTA
  - Locally Operated Transit Systems (LOTS)
  - Privately Operated Transit
- Trends in Transit
Transit in Central Maryland
### Commuting in Central Maryland

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Drive alone</td>
<td>76.0%</td>
</tr>
<tr>
<td>Carpool</td>
<td>8.3%</td>
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<tr>
<td>Transit</td>
<td>6.9%</td>
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<tr>
<td>Telework</td>
<td>4.5%</td>
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<tr>
<td>Walk</td>
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<tr>
<td>Other</td>
<td>1.2%</td>
</tr>
<tr>
<td>Bike</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

*Source: 2017 American Community Survey*
Public Transit Ridership in Central Maryland

Fiscal Year 2018 Ridership

- MobilityLink: 3%
- Commuter Bus: 4%
- Light RailLink: 7%
- Metro SubwayLink: 9%
- MARC Train: 9%
- BaltimoreLink Bus: 62%
- LOTS: 6%

Note: LOTS total includes both fixed-route transit and paratransit

102 million trips by public transit in FY 2018

734 square mile service area

94% of trips provided by MDOT MTA

Ridership decreased 9% between FY 2017 and FY 2018

Connecting Our Future
A Regional Transit Plan for Central Maryland
62% of weekday trips are made by residents of Baltimore City

33% of weekday trips are made by residents from the counties in the region

5% of weekday trips are made by residents who live outside the region
Trip Purpose

- **BaltimoreLink Bus, Light RailLink, and Metro SubwayLink**
  - Work: 96%
  - Other: 4%
  - Total: 57%

- **MARC and Commuter Bus**
  - Work: 4%
  - Other: 43%
  - Total: 43%
Access to Transit

40% of the region’s residents (1.02 million) have access to a bus stop within ¼ mile walk of their home or a rail station within ½ mile walk.

50% of the region’s jobs (616,000) are accessible by bus within ¼ mile walk or by rail within ½ mile walk.

Notes: Frequent Transit is defined as every 15 minutes or better weekdays 7AM–7PM. Access is measured as ½ mile from rail stations and ¼ mile from bus stops.
Income and Vehicle Availability

### Median Household Income

- **Less than $25,000**
- **$25,000 to $49,999**
- **$50,000 to $74,999**
- **$75,000 to $99,999**
- **$100,000 or more**

### Did you have a car available to you to make this trip?

(Answer: Yes)

**Note:** MobilityLink and Commuter Bus data not available
Operating Expenses - $704 million in Central Maryland FY 2018 ($858 million for MDOT MTA statewide)

- Operating and maintaining transit vehicles
- Collecting fares
- Safety and security
- Management and administration

Capital Expenses - $2.3 billion in Central Maryland FY 2019-2024 CTP ($3.3 billion for MDOT MTA statewide)

- Purchasing and overhauling transit vehicles
- Rehabbing/building stations, guideways, and other assets
- Purchasing fare collection, communications, and security equipment

Capital Assets - $9.38 billion asset base for Central Maryland ($9.5 billion for MDOT MTA statewide)

Funding Sources, Fiscal Year 2018

- State 66%
- Federal 19%
- Fares 13%
- Local 2%
MDOT MTA offers six modes of public transit in Central Maryland:

- BaltimoreLink Bus
- Metro SubwayLink
- Light RailLink
- MARC Train
- Commuter Bus
- MobilityLink (Paratransit) and Call-A-Ride (Taxi Vouchers)
Three Types of Service

- **Express BusLink** – peak hour limited-stop service
- **CityLink** – frequent arterial service
- **LocalLink** – less-frequent neighborhood service

- 210,000 average weekday riders
- 762 buses
- Redesigned BaltimoreLink bus network launched in June 2017
- Real Time information launched June 2018
Light RailLink

- 23,000 average weekday riders
- 30 miles in length
- 33 stations from Hunt Valley to BWI and Glen Burnie
- Mid-life overhaul of 53-vehicle fleet underway
Metro SubwayLink

- 28,000 average weekday riders
- 15 miles in length
- 14 stations from Owings Mills to Johns Hopkins Hospital
- Fleet replacement underway
MARC Train

- 35,000 average weekday riders
- 225 railcars and locomotives

Penn Line
- Amtrak-owned
- 77 miles, 13 stations

Camden Line
- CSX-owned
- 39 miles, 12 stations

Brunswick Line (not included in this plan)
- CSX-owned
- 74 miles, 19 stations
Commuter Bus

- 15,000 average weekday riders
- 37 routes throughout the state
- 22 routes with stops in Central Maryland
- 7 operating contractors
MobilityLink and Call-a-Ride

**MobilityLink**
- 7,100 average weekday riders
- 573 vehicles

**Call-a-Ride**
- 2,700 average weekday riders
- 38 vehicles
Six locally operated transit systems (LOTS) in the Central Maryland region:

- Annapolis Transit
- Anne Arundel County Office of Transportation (OOT)
- Baltimore CountyRide
- Charm City Circulator
- Harford Transit LINK
- Regional Transportation Agency of Central Maryland (RTA)
Fiscal Year 2018

- Charm City Circulator: 68%
- RTA (Howard): 15%
- Annapolis Transit: 7%
- RTA (Anne Arundel): 1%
- Harford Transit: 6%
- Anne Arundel OOT: 2%
- CountyRide: 0.7%

Note: Totals include both fixed-route transit and paratransit.
Annapolis Transit

Local bus service within the City of Annapolis
- 423,000 riders in Fiscal Year 2018
- 16 buses
Anne Arundel County Office of Transportation

Local bus service within Anne Arundel County
- 108,000 riders in Fiscal Year 2018
- 43 vehicles
Baltimore CountyRide

Demand response service within Baltimore County

- 42,000 riders in Fiscal Year 2018
- 20 vehicles
Charm City Circulator

Local bus service within the City of Baltimore
- 4 million riders in Fiscal Year 2018
- Water taxi service
Harford Transit LINK

Local bus service in Harford County and southwestern Cecil County

- 371,000 riders in Fiscal Year 2018
- 30 buses
- Redesigned bus network launched in January 2019
Local bus service in Howard, Anne Arundel, and northern Prince George’s Counties

- 956,000 riders in Fiscal Year 2018
- 45 buses
Paratransit in Central Maryland

Curb-to-curb or door-to-door transit for people with disabilities

- Provided by all public transit agencies except Baltimore City DOT
- 3 million trips in fiscal year 2017
Trends in Transit
TRANSIT RIDERSHIP FALLING NATIONALLY

- Transit ridership is falling in 31 out of the top 35 major US cities

BALTIMORELINK

SIGNS OF STABILIZATION

- October 2018 ridership exceeded October 2016
- July and August 2018 ridership higher than previous year

BALTIMORELINK

WEEKEND RIDERSHIP INCREASE

- Average Saturday bus ridership up 3%
- Average Sunday bus ridership up 13%

Bus Ridership Change, 2017-2018
Nationally, and statewide, paratransit has experienced substantial growth in both costs and utilization. Annual MobilityLink trips increased 91% between 2010 and 2018. Paratransit is 40% of LOTS operating expenses. MobilityLink is 2% percent of MDOT MTA ridership, but 12% of operating expenses.
New Mobility

- Ride-hailing (Uber/Lyft)
- Scooter and Bikeshare
- Microtransit
- Connected and Automated Vehicles
- Mobility-as-a-Service
Transit Apps and Online Trip Planning

Provides real-time transit information, simple trip planning, and step-by-step navigation.

Mobile Ticketing

- Easier, more convenient fare payment
- Reduced dwell times
- Facilitates fare integration
Questions?
GOAL DEVELOPMENT EXERCISE
Reviewed Precedent Plans:
- Transit Development Plans (TDPs)
- 2040 Maryland Transportation Plan (MTP)

Identified themes across plans at the local, regional, and state level:
- Regional economic competitiveness
- Customer service and the rider experience
- Safety and sustainability
- Financial sustainability
- New technologies
Establishing Goals for the RTP

- Public Input – Surveys
- Pop-Up Events
- Comments
- Commission Exercise
- Review of MD Transportation Plans

Draft RTP Goals
1. Brainstorm potential goals under each theme
2. Write down goals on post-it notes
3. Place your goal ideas with associated theme

10 minutes

1. Review all the ideas across the boards
2. Place a sticker dot next to the 10 goals you like best

10 minutes
Goals Exercise – Members of the Public

1. Brainstorm potential goals under each theme
2. Write down goals on the worksheet provided
3. Circle the 5 goals you like best

- Detailed instructions are on the worksheet
- Staff are on hand to assist you
- Drop your completed worksheet in the box
Establishing Goals for the RTP

- Public Input – Surveys
- Pop-Up Events
- Comments
- Commission Exercise
- Review of MD Transportation Plans

Draft RTP Goals
Goals will be revised and refined throughout the process

Ideas between meetings are always welcomed by email

Please encourage your stakeholders and network to visit the website and take the online survey:

www.rtp.mta.maryland.gov
NEXT STEPS

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.

**IMPLEMENT**
Begin the improvement process described in the Plan.

- **March 2019**
  - Transit 101
- **April 2019**
  - Overview of Trends and Benchmarks, Draft Goals
- **June 2019**
  - Review State of Good Repair, Funding
- **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
- **2021 Onward**
  - Implement Final Plan

Legend:
- **Current Task**
- **Upcoming Task**
- **Completed Task**
- **Public comment and outreach occurs throughout process**
Second Commission Meeting – April 25

- Draft Goals Review
- Existing Conditions & Regional Benchmarking
- Strategies Discussion
- Proposed Public Outreach Approach
Upcoming Public Outreach

- Project Website
- Online goals and priorities survey
- Pop-up events throughout region
  - Owings Mills (3/28)
  - Arundel Mills (3/29)
  - Ellicott City (4/11)
  - Bel Air (4/16)
  - Downtown Baltimore (4/18)
  - Dundalk (4/23)
Thank you for your participation!