WELCOME & OVERVIEW

Mike Kelly, Executive Director
Baltimore Metropolitan Council

MEETING AGENDA

- Welcome - Mike Kelly

- March Meeting Minutes Review - Holly Arnold

- Public Comment

- Meeting Focus - Holly Arnold

- Draft Goals Review - Kimiya Darrell

- Focus Area Overview - RTP Staff

- Proposed Public Involvement - Teddy Krolik

- Next Steps - Holly Arnold

MARCH MEETING MINUTES REVIEW

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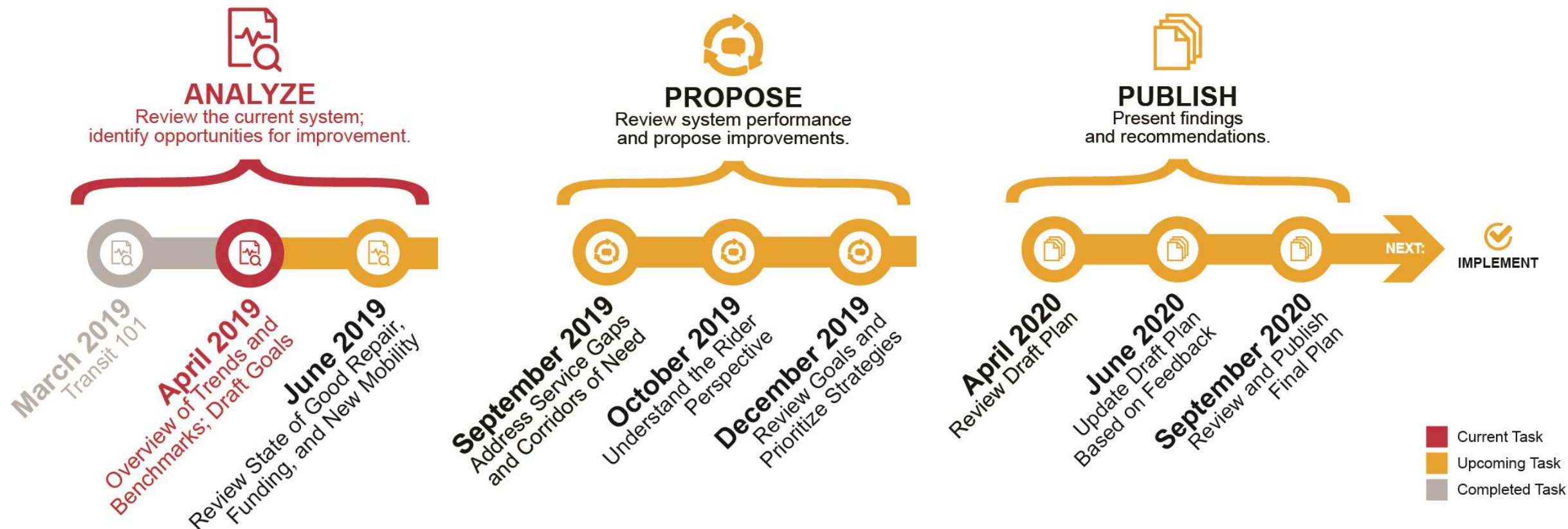Maryland Transit Administration

PUBLIC COMMENT

MEETING FOCUS

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

Plan Development

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

September 2020 Review and Publish Final Plan

NEXT: IMPLEMENT

Current Task
Upcoming Task
Completed Task

Connecting Our Future
A Regional Transit Plan for Central Maryland

- Draft goals review

- High level overview of Central Maryland trends

- Peer benchmarking

- Questions and answers to guide future meetings

- Public involvement strategy discussion

Connecting Our Future
A Regional Transit Plan for Central Maryland

8

- Peer agencies were selected from metropolitan areas with similar populations and densities.

- WMATA, while providing more service and serving a denser area, was included as a peer because it is a neighboring transit system
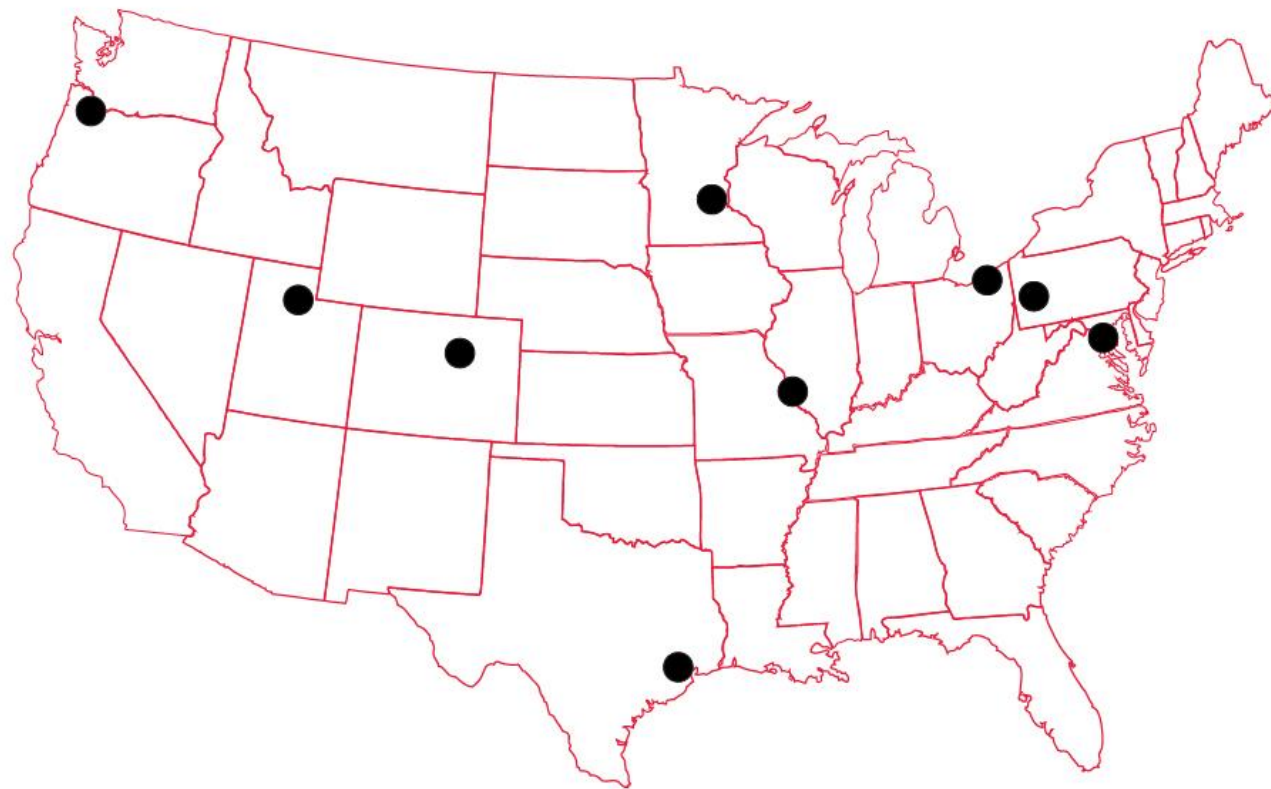
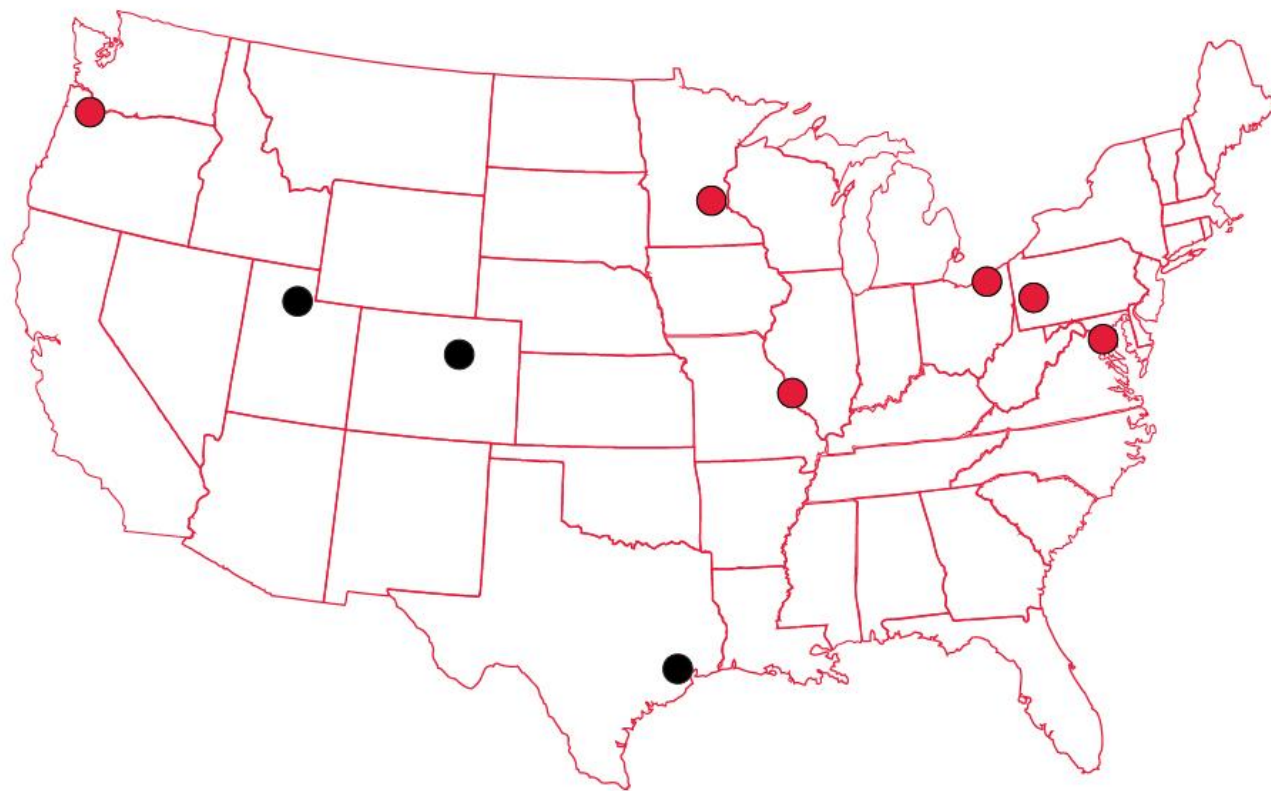| GCRTA – Cleveland | RTD – Denver | Port Authority – Pittsburgh |
| UTA – Salt Lake City | Metro Transit – Minneapolis | Metro – St. Louis |
| METRO – Houston | TriMet – Portland | WMATA – Washington, DC |

Connecting Our Future
A Regional Transit Plan for Central Maryland

Peer Regions

Similar to MDOT MTA, Cleveland, Minneapolis, Portland, Pittsburgh, St. Louis, and Washington, DC, have one urban operator and one or more connecting suburban operators

GCRTA – Cleveland	RTD – Denver	Port Authority – Pittsburgh
UTA – Salt Lake City	Metro Transit – Minneapolis	Metro – St. Louis
METRO – Houston	TriMet – Portland	WMATA – Washington, DC

Connecting Our Future
A Regional Transit Plan for Central Maryland

Peer Regions

- The Central Maryland region offers five major modes of transit – more than any peer regional agency in the country

- All peer regions provide bus service, and most provide light rail services, but Cleveland is the only like-sized peer with most of the same modes

- Heavy rail and Bus Rapid Transit (BRT) are provided by some agencies

SERVICE BY MODE

	Bus	Light rail	Heavy Rail	Commuter Bus	Commuter Rail	BRT
MDOT MTA & LOTS	✓	✓	✓	✓	✓	
Cleveland	✓	✓	✓			✓
Salt Lake City	✓	✓		✓	✓	
Houston	✓	✓		✓		
Denver	✓	✓			✓	
Minneapolis	✓	✓			✓	
Portland	✓	✓			✓	
Pittsburgh	✓	✓				
St. Louis	✓	✓				
Washington, DC	✓		✓			

Connecting Our Future
A Regional Transit Plan for Central Maryland

DRAFT GOALS REVIEW

Kimiya Darrell
RTP Project Staff

Review Maryland Transportation Plans

+

Commission Exercise

+

Public Input –

Surveys

Pop-Up Events

Comments

→ Draft RTP Goals

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A Regional Transit Plan for Central Maryland
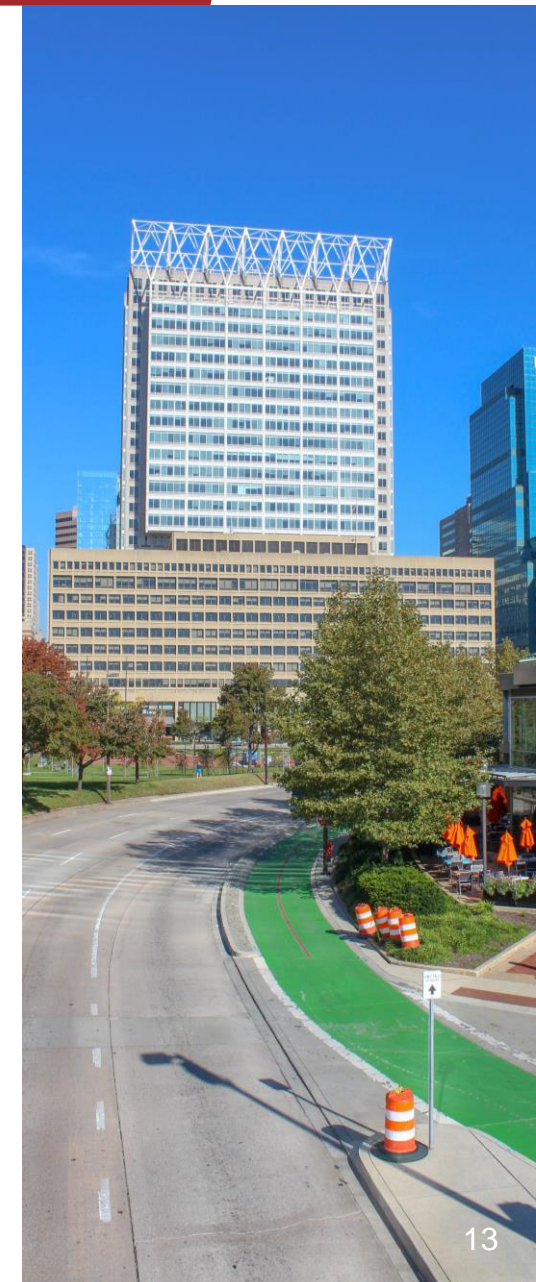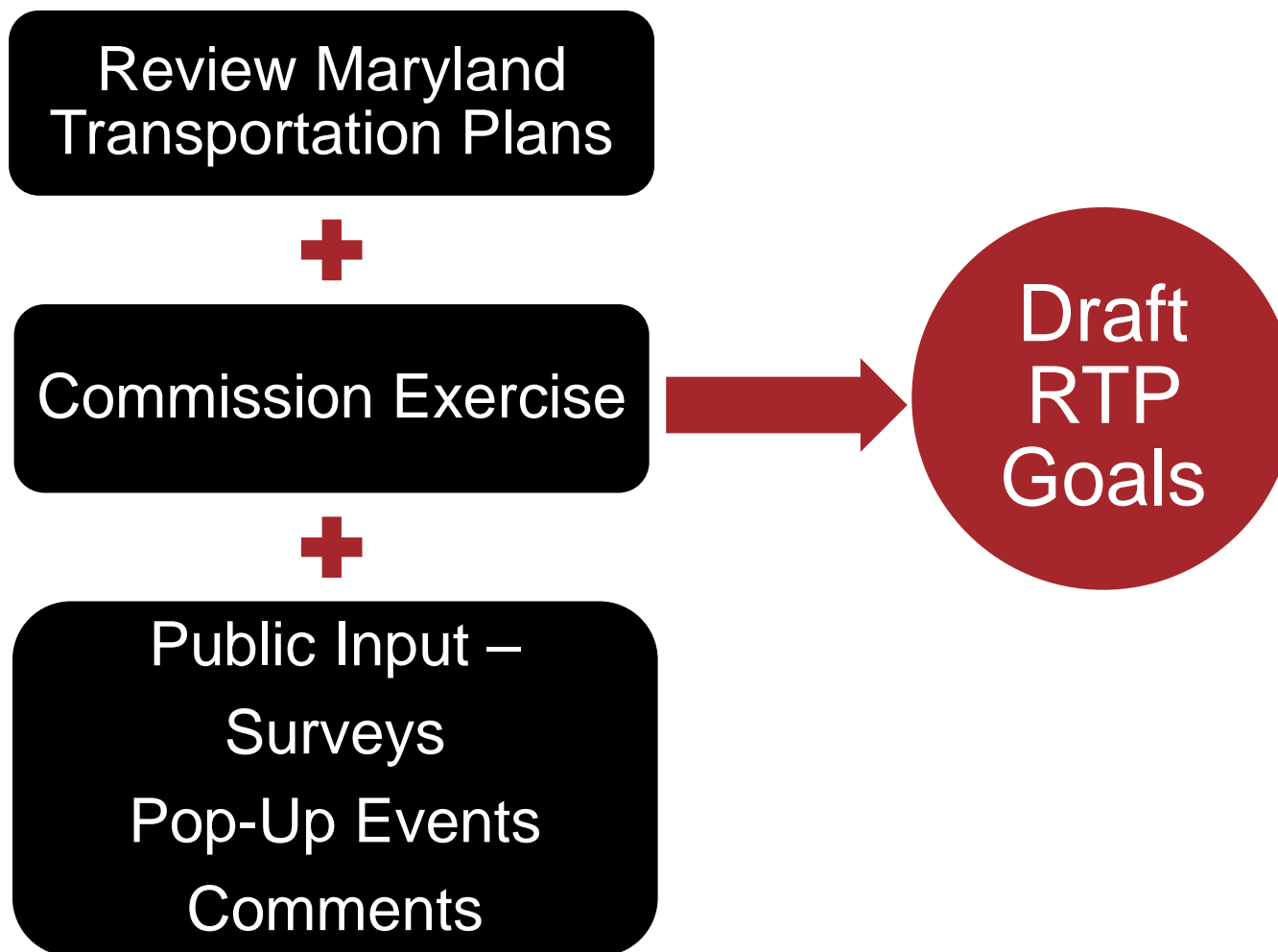
Comparison to Existing Plans

- Compared draft RTP goals with those found in existing precedent plans:

    - Baltimore Long Range Plan

    - 2040 Maryland Transportation Plan (MTP)

    - Transit Development Plans (TDPs)

- Proposed draft goals complement and align with precedent plans, e.g.

Foster Participation and Cooperation among All Stakeholders (Maximize 2045)

Ensure a Safe, Secure, and Resilient Transportation System (MTP)

Promote effective land use (Harford TDP)

Connecting Our Future
A Regional Transit Plan for Central Maryland
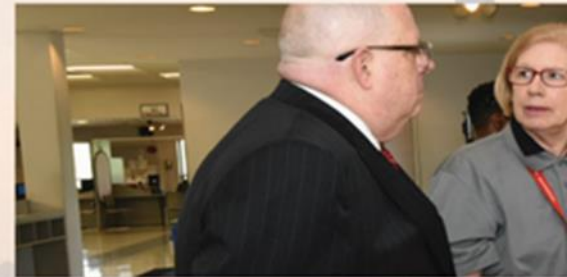
Themes from Commission Goals Exercise

- Consider all **funding options** (e.g., federal, state, local, regional, alternative)
- **Integrate** payment options for the region
- Improve **connectivity** between residential areas and corresponding employment hubs
- Expand choice **ridership**
- **Reduce traffic** congestion
- Improve **safety** on and around transit
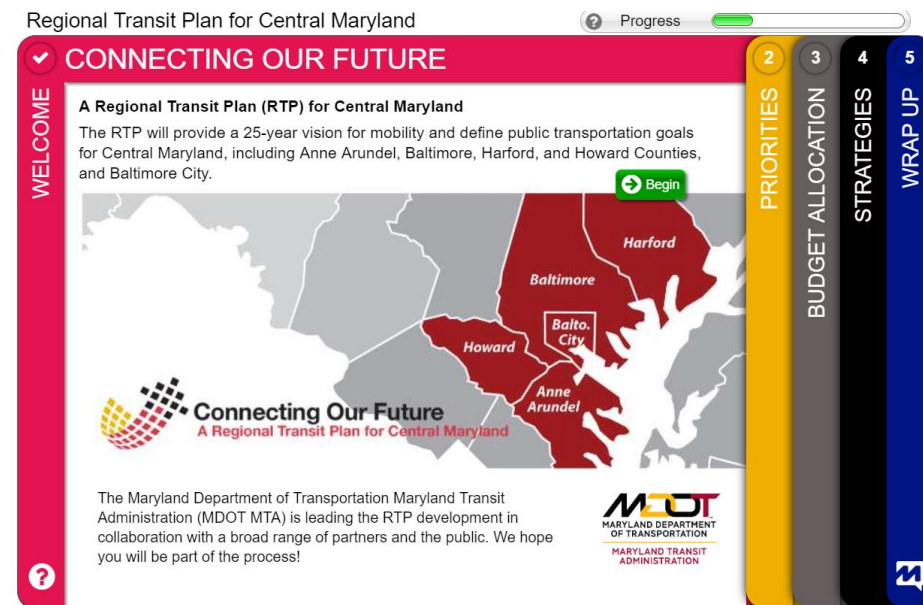- Use transit as a tool to support communities and **economic growth**

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A Regional Transit Plan for Central Maryland

AUDIENCE AT MARCH COMMISSION MEETING

- Paper version of Commission exercise
- 23 worksheets completed

PUBLIC SURVEY

- Interactive web-based survey to gauge public priorities for the region
- Over 2600 respondents from throughout the region
- Targeted campaign to expand demographic/ geographic reach
- Paper version available at pop-up events
- This survey closed April 22nd

Connecting Our Future
A Regional Transit Plan for Central Maryland

Regional Transit Plan for Central Maryland — Progress

CONNECTING OUR FUTURE

A Regional Transit Plan (RTP) for Central Maryland
The RTP will provide a 25-year vision for mobility and define public transportation goals for Central Maryland, including Anne Arundel, Baltimore, Harford, and Howard Counties, and Baltimore City.

➜ Begin

WELCOME | PRIORITIES | BUDGET ALLOCATION | STRATEGIES | WRAP UP

Harford
Baltimore
Balto. City
Howard
Anne Arundel

Connecting Our Future
A Regional Transit Plan for Central Maryland

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) is leading the RTP development in collaboration with a broad range of partners and the public. We hope you will be part of the process!

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

- Improve **efficiency and reliability**

- Increase **access to jobs** and essential destinations

- Address linkages between modes for more **efficient transfers**

- **Integrate** the existing transit systems

- Improve **first/last mile** connectivity

- Reduce emissions/improve **air quality**

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A Regional Transit Plan for Central Maryland

Themes from Public Input

- Connect transit service and **land use decisions**

- Focus on existing users, **disadvantaged, and vulnerable populations**

- Explore all **funding** sources

- **Maintain** existing assets

- Create better **connections to schools**

- Approach **New Mobility** options as complements to transit

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A Regional Transit Plan for Central Maryland

Survey Results - Respondent Profile
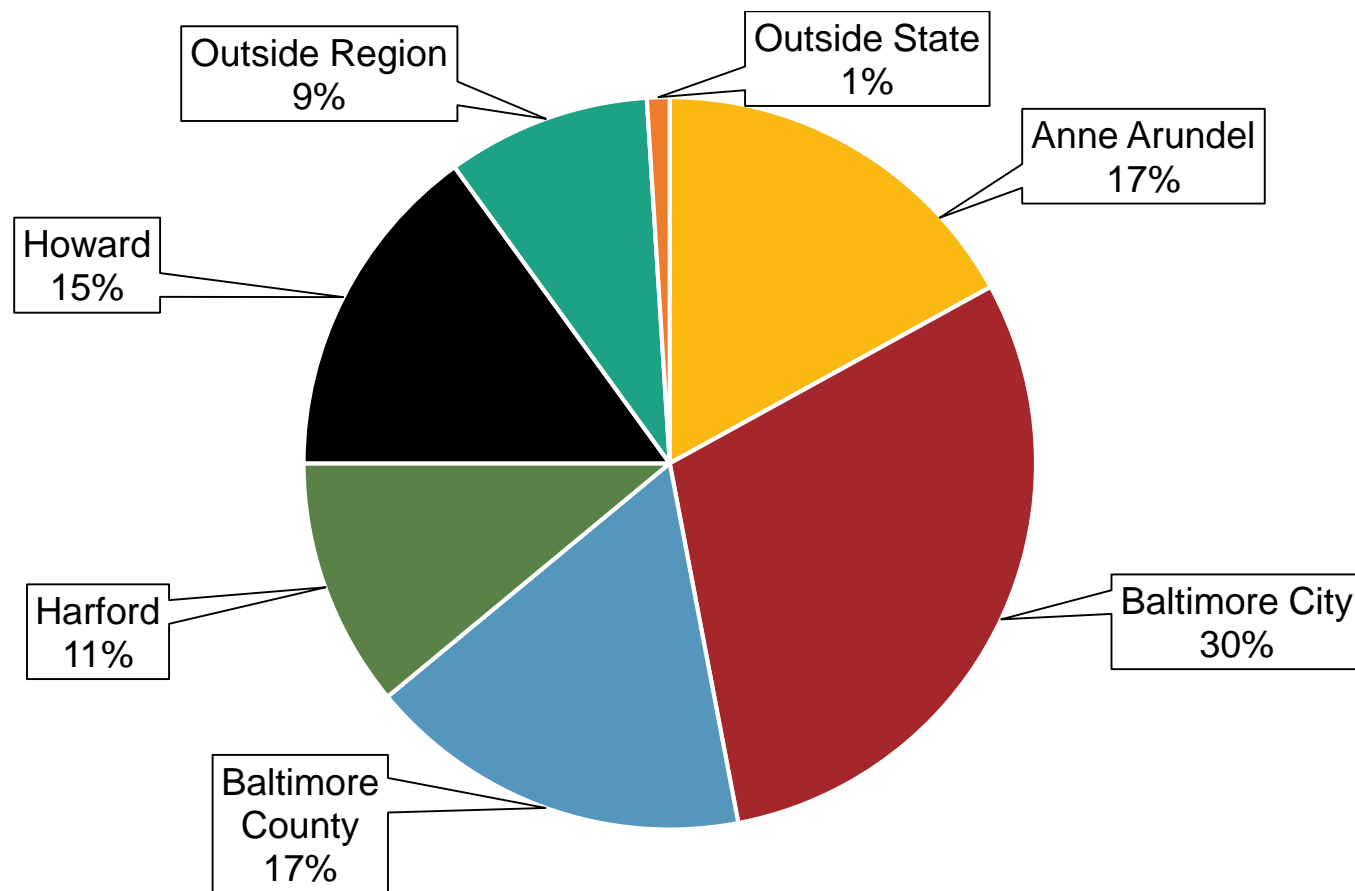
	Respondent's Primary Mode of Travel	
1,207	58%	Personal Vehicle
226	11%	MARC Train
184	9%	MDOT MTA City/Local/ExpressLink
97	5%	Walk
86	4%	Bike
79	4%	Light RailLink
71	3%	Metro SubwayLink
41	2%	Local Bus System (LOTS)
41	2%	MDOT MTA Commuter Bus
27	1%	Rideshare Services
21	1%	Carpool/Vanpool
12	1%	MobilityLink/Paratransit
6	<1%	Bikeshare/Scootershare
2,098		**TOTAL**

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A Regional Transit Plan for Central Maryland

Survey Results - Regional Benefits of Transit
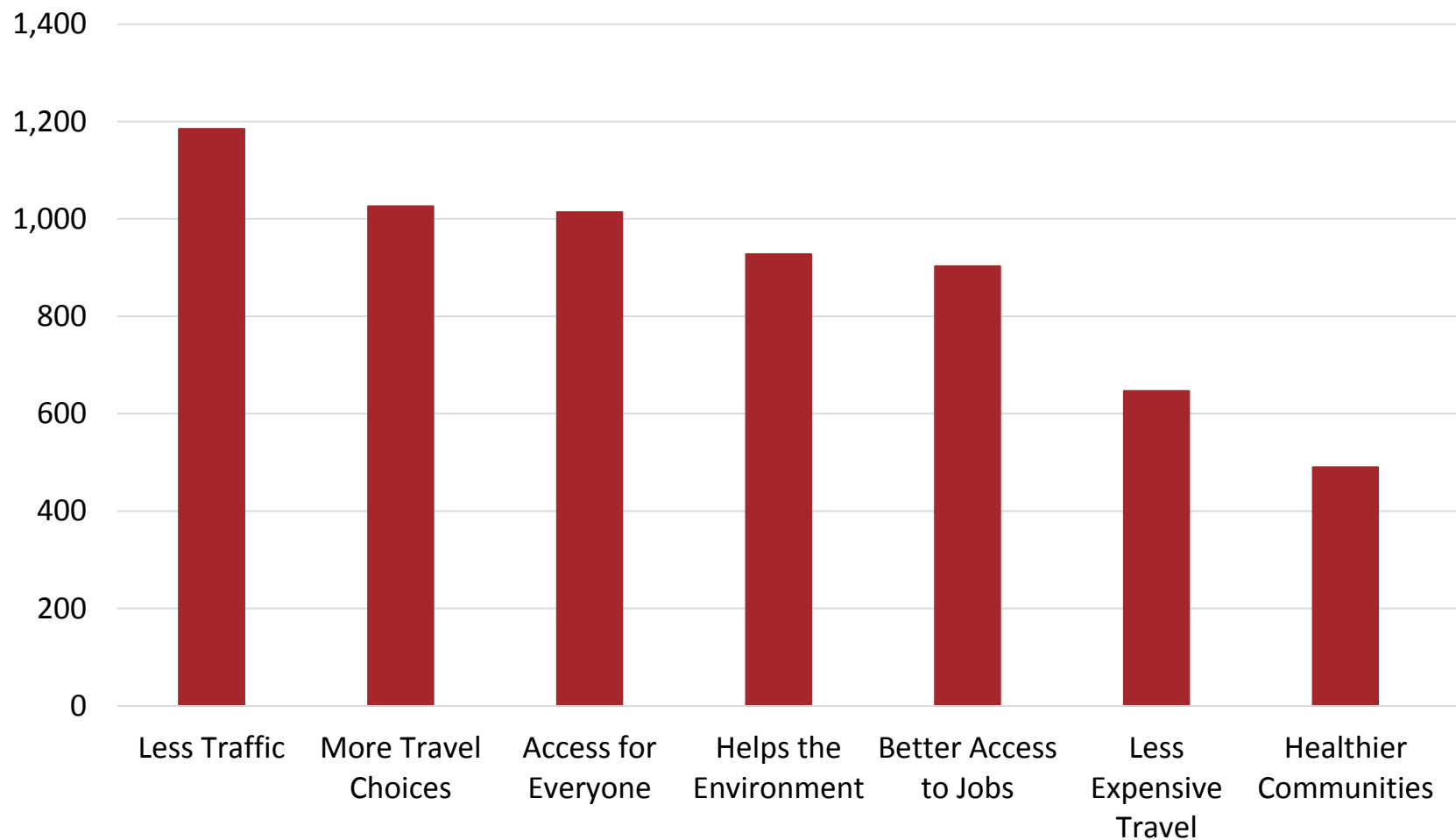
- The most selected benefit of transit in the Central Maryland Region was *Less Traffic*. Excluding Baltimore City residents, this number jumps from 19% to 61%.

- Baltimore City respondents identified *Access for Everyone* and *Access to Jobs* as transit's largest benefits.

- Looking only at those who ride transit as their primary mode, *More Travel Choices* and *Access for Everyone* are the most selected benefits.

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A Regional Transit Plan for Central Maryland

Survey Results - Prioritization of Funds

High	Middle	Low
• Expand the transit area • Improve reliable, on-time service • Maintain and modernize equipment	• Increase weekday and weekend service • Support innovative technologies • Improve access to regional centers	• Enhance customer information

- *Improve Reliable, On-Time Service* is the highest priority for Baltimore City and Anne Arundel County residents

- *Expand the Area Transit Serves* is the priority for all other counties, followed by *Improve Reliable, On-Time Service*

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A Regional Transit Plan for Central Maryland

Survey Comments

"That **last mile** (or three) can be a killer, especially depending on the time of day you are traveling."

"Subways, light rail, train and bus must be **integrated** and have easy transfers where they cross."

"**Access** to educational institutions is very important since not everyone can afford to live on campus or have a personal car for travel."

"[Transit is] critical for **community** integration for populations who do not have cars and may be living on a limited income. This could include **seniors and people with disabilities**."

"If [public private partnerships] are pursued it needs to be balanced with protections to ensure **equity**."

"Commit to **TOD** around metro and light rail stations."

Connecting Our Future
A Regional Transit Plan for Central Maryland

Draft RTP Goals

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

Connecting Our Future
A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Ensure Financial Stewardship

- Promote informed decision-making (Maximize 2045)

- Conserve and enhance the environment (Maximize 2045)

- Promote fiscal responsibility (MTP)

- Provide efficient transportation recognizing available transit funding sources (Baltimore County TDP)

- Promote effective land use (Harford TDP)

Connecting Our Future
A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Focus on the Rider Journey

- Foster participation and cooperation among all stakeholders (Maximize 2045)

- Improve the quality and efficiency of the transportation system to enhance the customer experience (MTP)

- Provide better transportation choices and connections (MTP)

- Create a seamless system for transit users in the City of Annapolis (Annapolis TDP)

- Coordinate services as appropriate with other county transportation services (Baltimore County TDP)

- Offer a viable alternative to automobile transportation (Harford TDP)

- Provide major transit infrastructure improvements to support continued growth in transit services (Harford TDP)

Connecting Our Future
A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Prioritize Equitable Access

- Improve accessibility (Maximize 2045)

- Increase mobility (Maximize 2045)

- Provide better transportation choices and connections (MTP)

- Provide effective, accessible, and affordable transportation for Baltimore County residents aged 60 and over and adults with disabilities aged 18-59, as well as for residents living in rural portion of the county (Baltimore County TDP)

- Ensure access to key destinations including medical facilities, shopping and retail centers, and other activity centers (Baltimore County TDP)

- Meet the travel needs of residents as much as is feasible (Harford TDP)

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A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Deliver a Safe and Sustainable Transit Network

- Improve system safety (Maximize 2045)

- Improve and maintain the existing infrastructure (Maximize 2045)

- Ensure a safe, secure, and resilient transportation system (MTP)

- Ensure environmental protection and sensitivity (MTP)

- Offer safe and reliable mobility options to meet community transportation needs, reduce traffic congestion, address parking constraints, and stimulate healthy living (Annapolis TDP)

- Promote effective land use (Harford TDP)

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A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Promote the Region's Economic Competitiveness

- Promote prosperity and economic opportunity (Maximize 2045)

- Increase mobility (Maximize 2045)

- Ensure a safe, secure, and resilient transportation system (MTP)

- Facilitate economic opportunity and reduce congestion in Maryland through strategic system expansion (MTP)

- Maintain a high standard and modernize Maryland's multimodal transportation system (MTP)

- Provide better transportation choices and connections (MTP)

- Connect residents to jobs and support economic development (Annapolis TDP)

- Connect residents to jobs and services outside of Harford County (Harford TDP)

Connecting Our Future
A Regional Transit Plan for Central Maryland

Draft RTP Goals Alignment with Precedent Plans

Encourage a Nimble Approach to Technological Advances

- Promote informed decision-making (Maximize 2045)

- Maintain a high standard and modernize Maryland's multimodal transportation system (MTP)

- Explore technology innovations that improve services for existing riders and attract new riders (Annapolis TDP)

- Prepare transit to adapt to a new mobility system, where transportation modes are increasingly integrated and flexibility is a top factor in user convenience (Annapolis TDP)

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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

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A Regional Transit Plan for Central Maryland

Ongoing Goal Refinement

- Revisit and revise the goals throughout the year

- Continue public engagement to further refine goals

- Begin to consider strategies that fit within the draft goals

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A Regional Transit Plan for Central Maryland

FOCUS AREA OVERVIEW – TRENDS AND BENCHMARKS

RTP Project Staff

SERVICE QUALITY AND INTEGRATION

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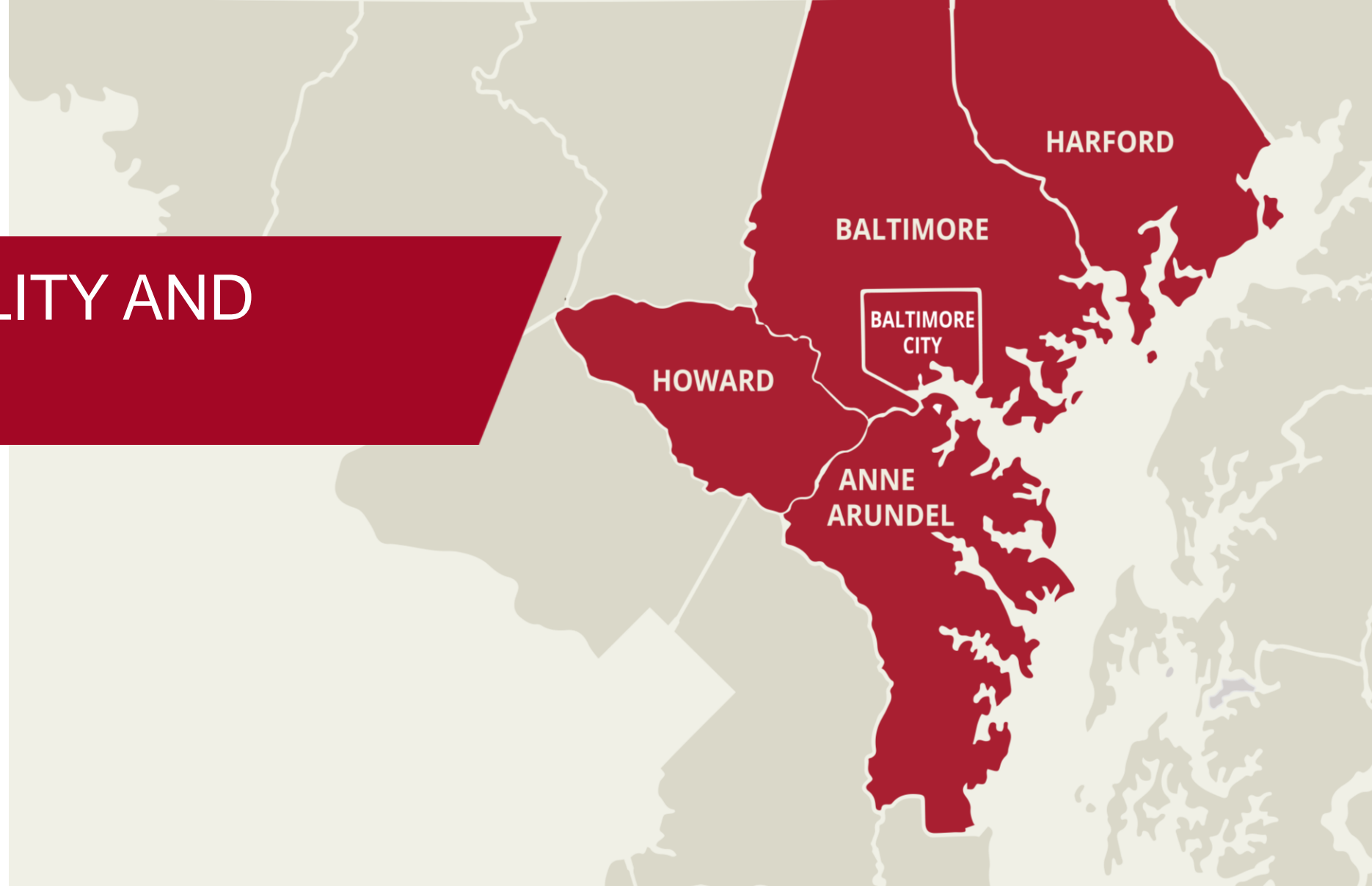
Service Quality and Integration

- Service Quality and Integration evaluates the availability and utilization of existing transit services

- Services are evaluated on how long and often they run, how transit lines integrate with one another, how well used they are, and how the region's systems compare to our peers

- *Connecting Our Future* will identify improvements that make travel by transit easier in the Central Maryland region

Connecting Our Future
A Regional Transit Plan for Central Maryland

In this section, we explore:

- On what days and during what hours is public transit service available in the region?

- How frequent is public transit service?

- Where do the service areas of transit providers overlap?

- Where does private transit service operate?

Connecting Our Future
A Regional Transit Plan for Central Maryland

Transit Coverage

Six agencies provide fixed-route transit services in Central Maryland

- **MDOT MTA**
- **Annapolis Transit**
- **Anne Arundel County Office of Transportation (OOT)**
- **Charm City Circulator**
- **Harford LINK Transit**
- **Regional Transportation Agency of Central Maryland (RTA)**

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A Regional Transit Plan for Central Maryland

Existing Transit Service

- - - County Boundaries

1/2 Mile System Buffers
- MDOT MTA BaltimoreLink
- Annapolis Transit
- Anne Arundel County OOT
- Charm City Circulator
- Harford LINK
- RTA

MDOT MTA Rail
— MARC
— Light RailLink; Metro SubwayLink
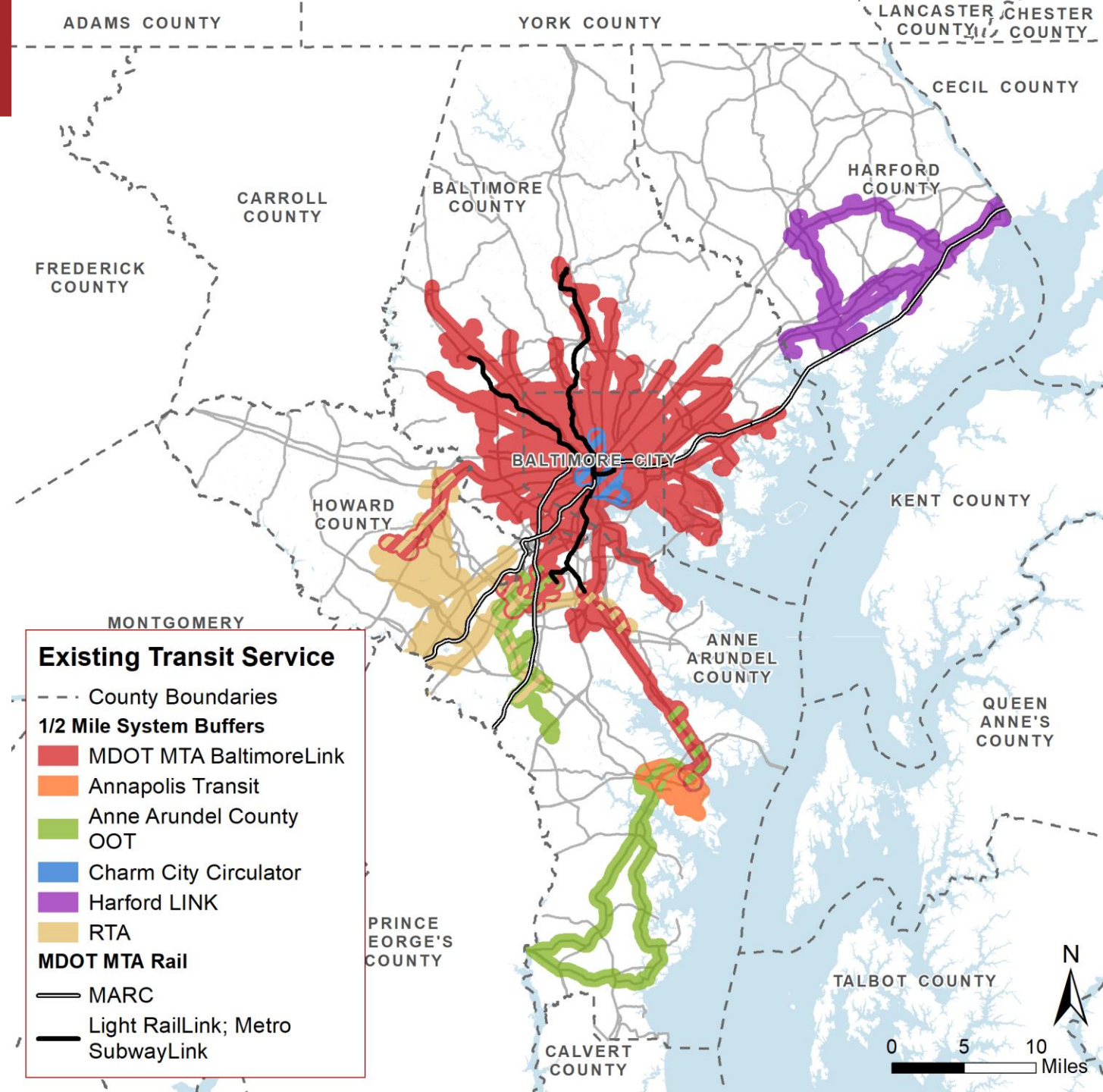
Private Services

Several private shuttles operate throughout the region, providing additional coverage and point-to-point connections for major activity centers
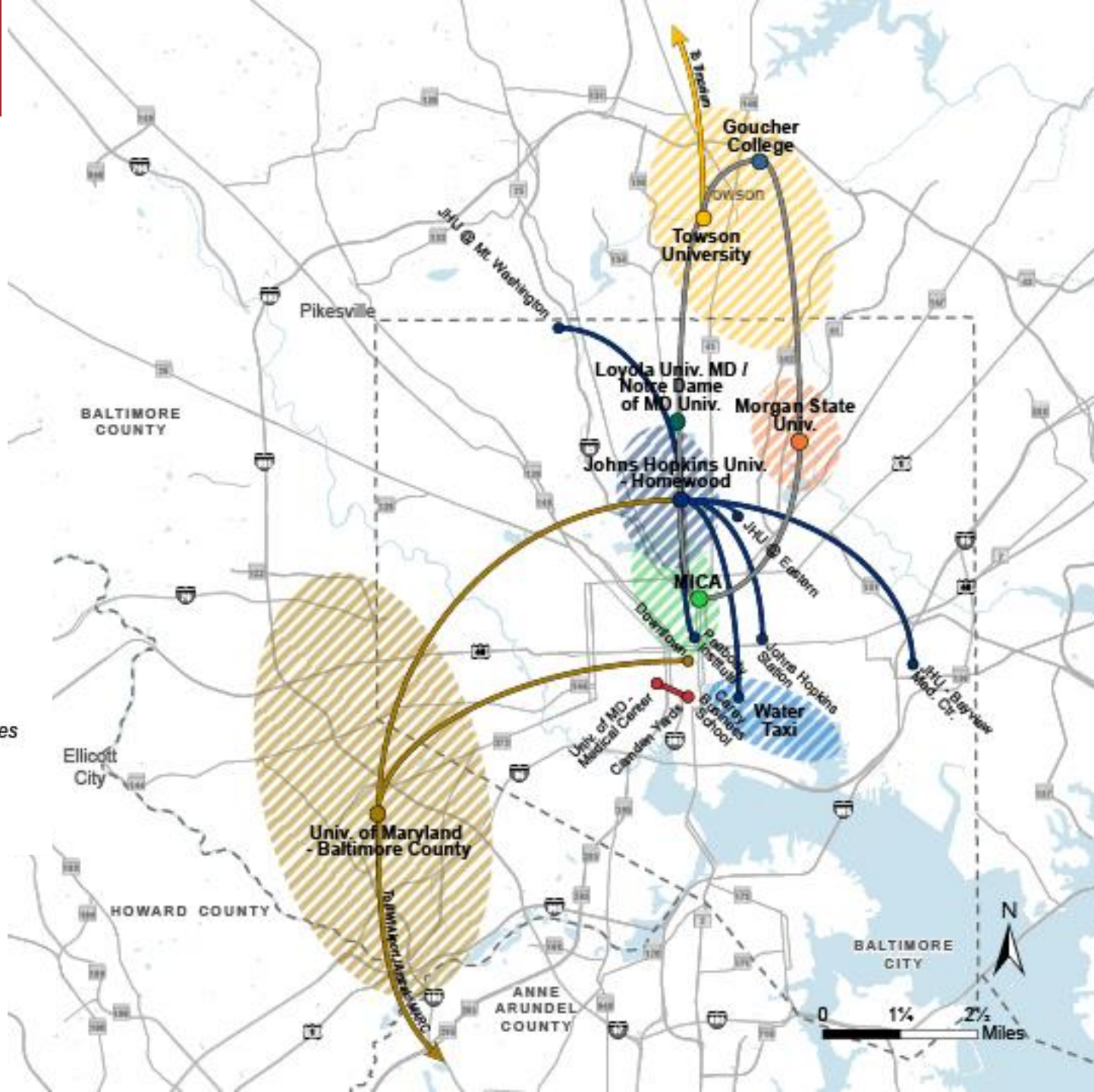
Agency Integration

- Overlapping service areas provide opportunities to transfer between transit systems

- Transfers can be facilitated by:
  - Fare integration
  - Inter-agency schedule coordination
  - Centralized transfer locations

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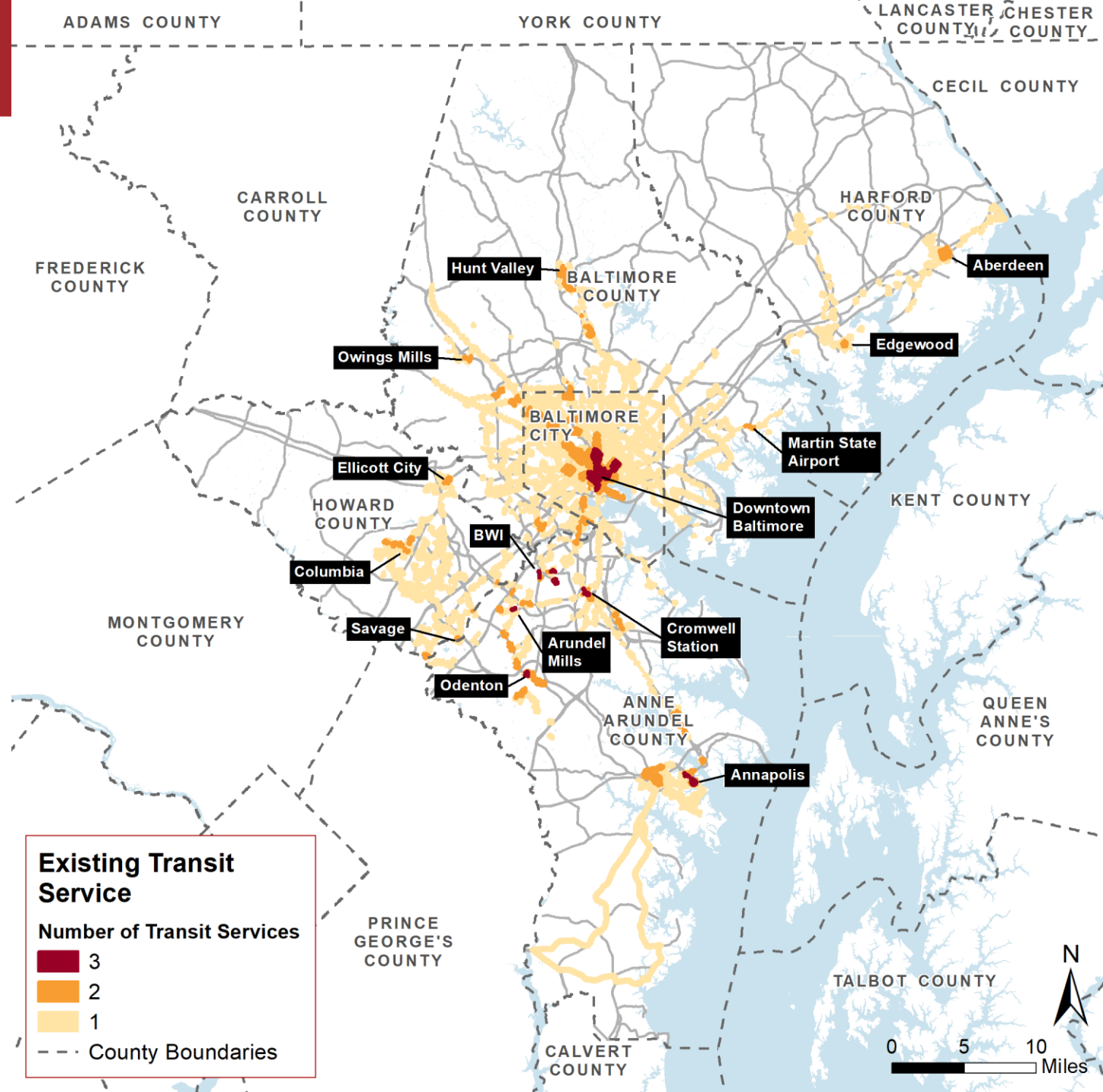
- Limited coordination among region's public transit providers in terms of:
  - Schedules
  - Sign and stop placement
  - Transfer fares
  - Information and wayfinding

Sign for MDOT MTA Commuter Bus Stop

Thunder Hill Rd. & Oakland Mills Rd.

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Level of Service Definitions

Level of service is the quantity of transit service provided to an area. Here we measured it by **Span** and **Frequency**.

SPAN

- Based on schedule – the number of hours operated on a given day

- First trip at 7 AM, last trip at 7 PM = 12 hour span

FREQUENCY

- The number of transit vehicles passing a given point in a given time period in the same direction

- Two buses passing a stop in an hour = 30-minute frequency (2 buses/60 minutes)

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A Regional Transit Plan for Central Maryland
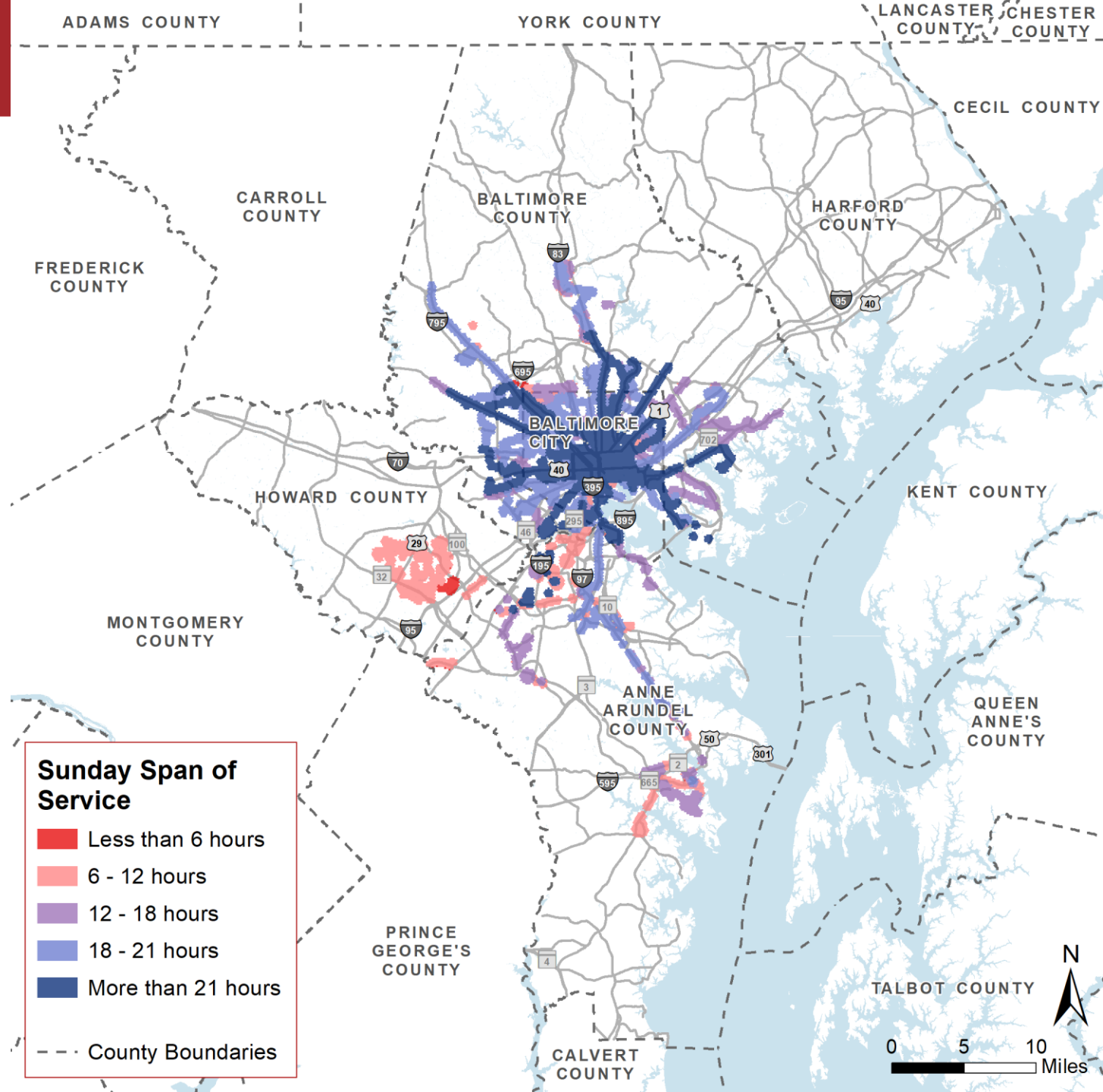
Span of Service

Weekday

Saturday

Sunday

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Weekday Span of Service

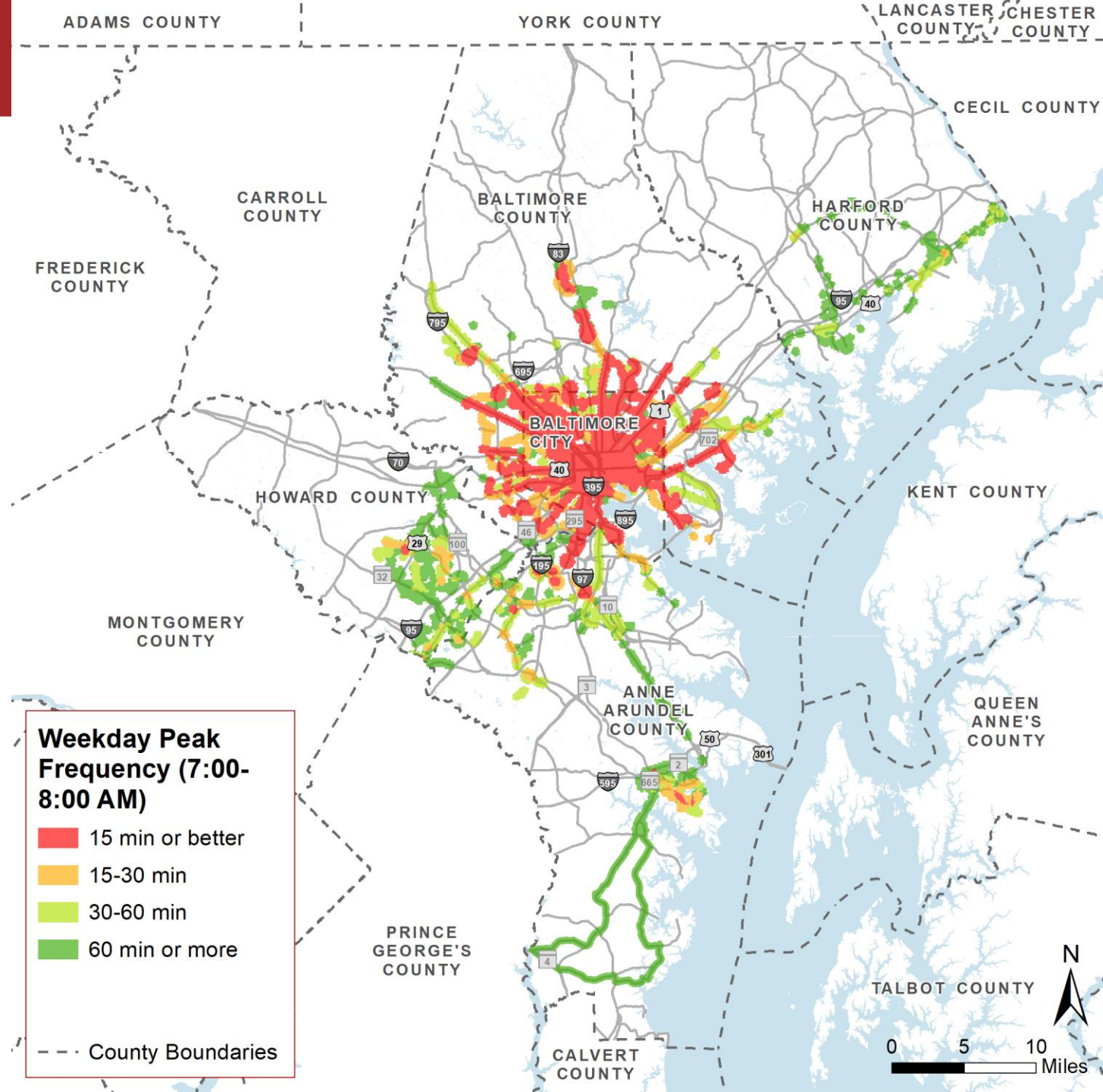- ▇ Less than 6 hours
- ▇ 6 - 12 hours
- ▇ 12 - 18 hours
- ▇ 18 - 21 hours
- ▇ More than 21 hours

- – – – County Boundaries

0   5   10
Miles

N

Span of Service

Weekday

Saturday

Sunday

Saturday Span of Service

- Less than 6 hours
- 6 - 12 hours
- 12 - 18 hours
- 18 - 21 hours
- More than 21 hours
- - - County Boundaries

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A Regional Transit Plan for Central Maryland

Span of Service

Weekday

Saturday

Sunday

Sunday Span of Service

- Less than 6 hours
- 6 - 12 hours
- 12 - 18 hours
- 18 - 21 hours
- More than 21 hours
- - - - County Boundaries

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0   5   10 Miles

Frequency of Service

Peak

Midday

Late Night

Sunday

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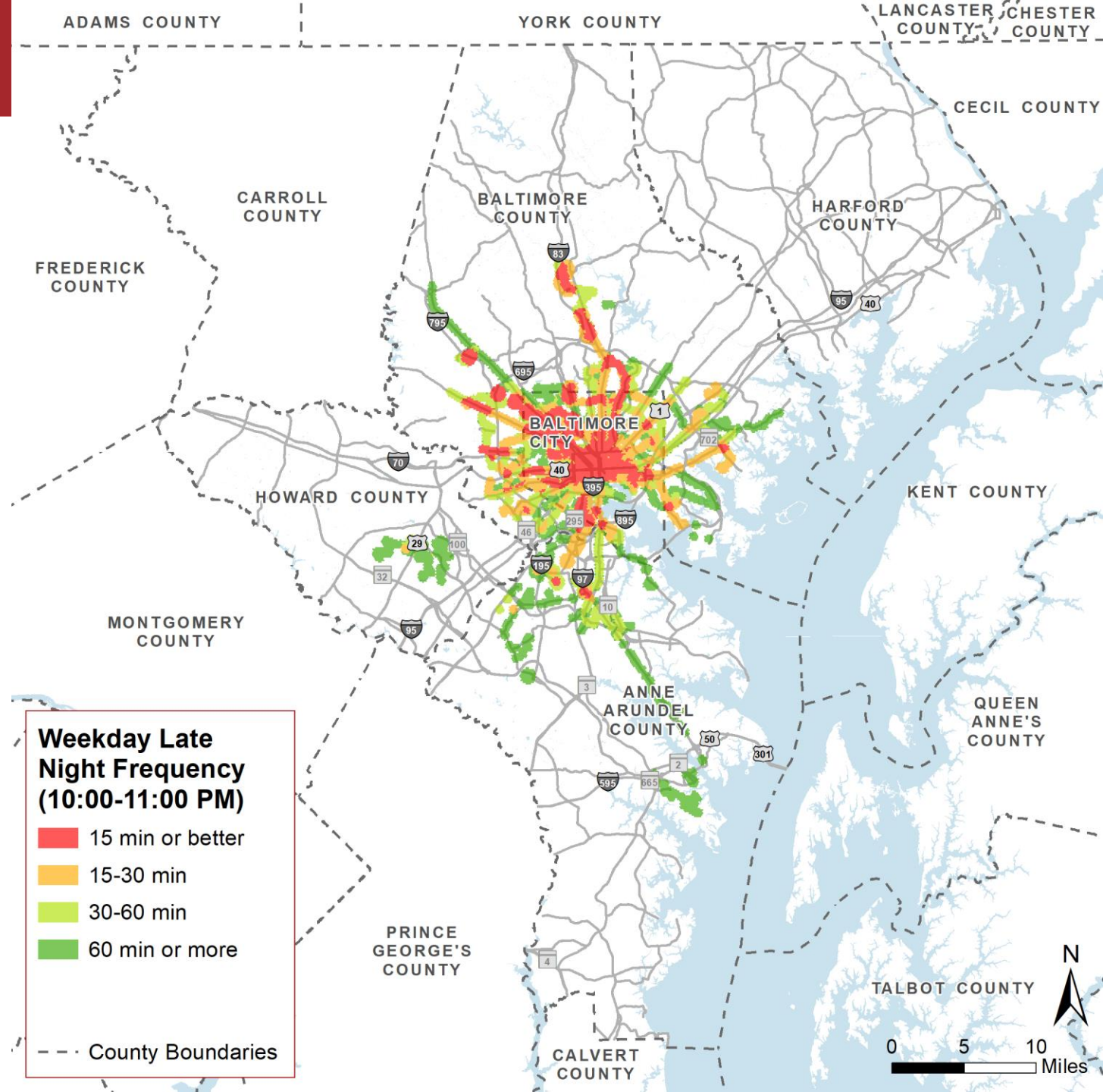A Regional Transit Plan for Central Maryland

Weekday Peak Frequency (7:00-8:00 AM)
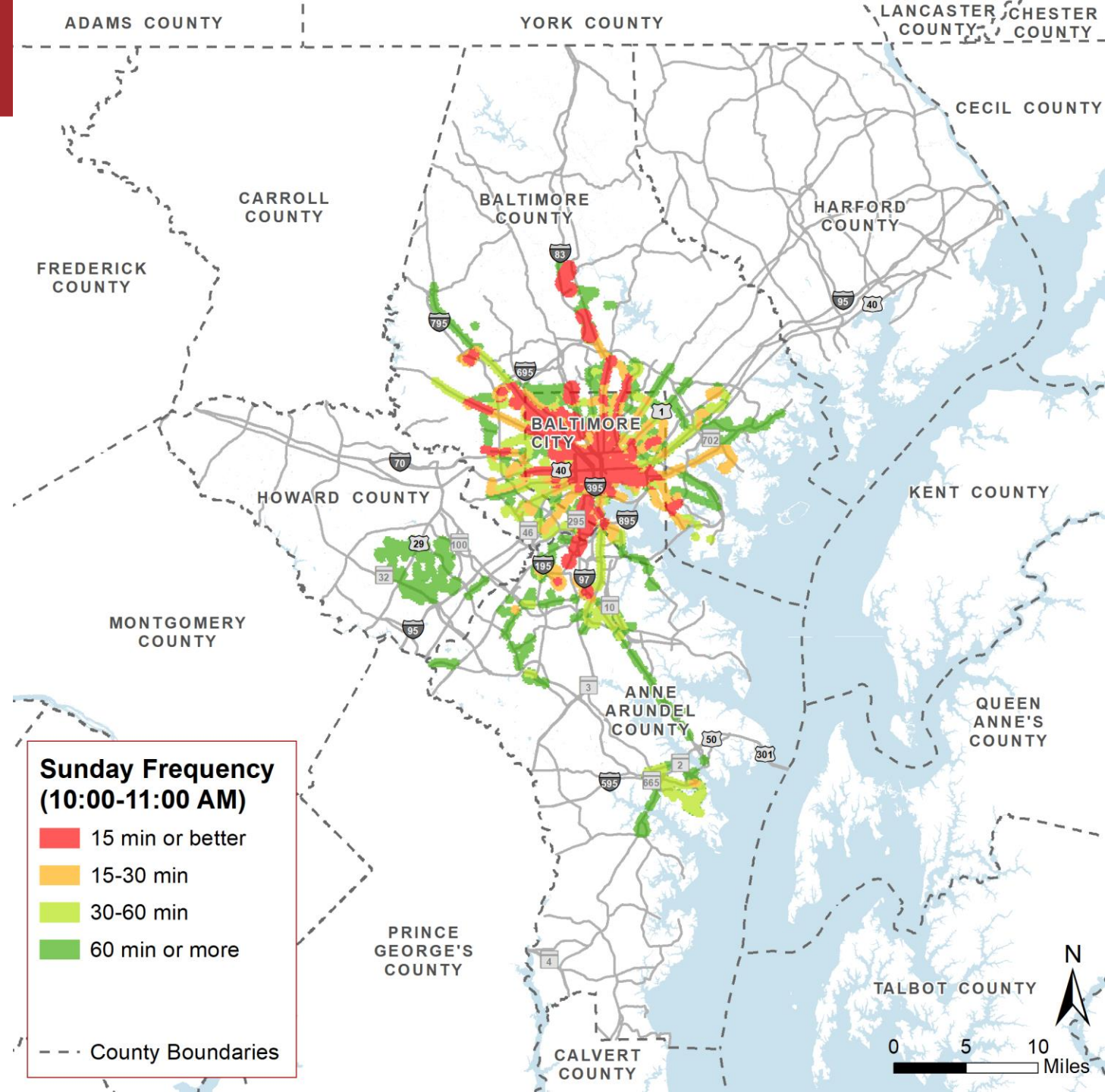
- 15 min or better
- 15-30 min
- 30-60 min
- 60 min or more

- - - County Boundaries

Regional Level of Service Takeaways

SPAN

+ Most of Baltimore City and inner suburbs of Baltimore County have 24-hour service, 7 days per week

+ Core areas of Harford and Howard Counties, and the City of Annapolis, have service during 12-hour workday

– Most areas outside of Baltimore City and its inner suburbs lack evening, late night, and weekend service

FREQUENCY

+ Baltimore City has the most frequent transit in the region during all periods

– Service is infrequent (every 60 minutes or longer) outside of Baltimore City and its inner suburbs, even during peak periods

– There are 36% fewer transit trips on Saturdays and 50% fewer transit trips on Sunday compared to weekdays

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Ridership

- Based on the number of boardings on a transit vehicle

- When a transit rider transfers from one route to another, that counts as two rides

In this section, we explore:

- How has transit ridership in our region changed over time and by mode?

- How does that compare to national trends?

- Are there agencies experiencing positive trends? What are they doing?

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A Regional Transit Plan for Central Maryland

Trends in Transit: Bus Ridership

ANNUAL BUS RIDERSHIP
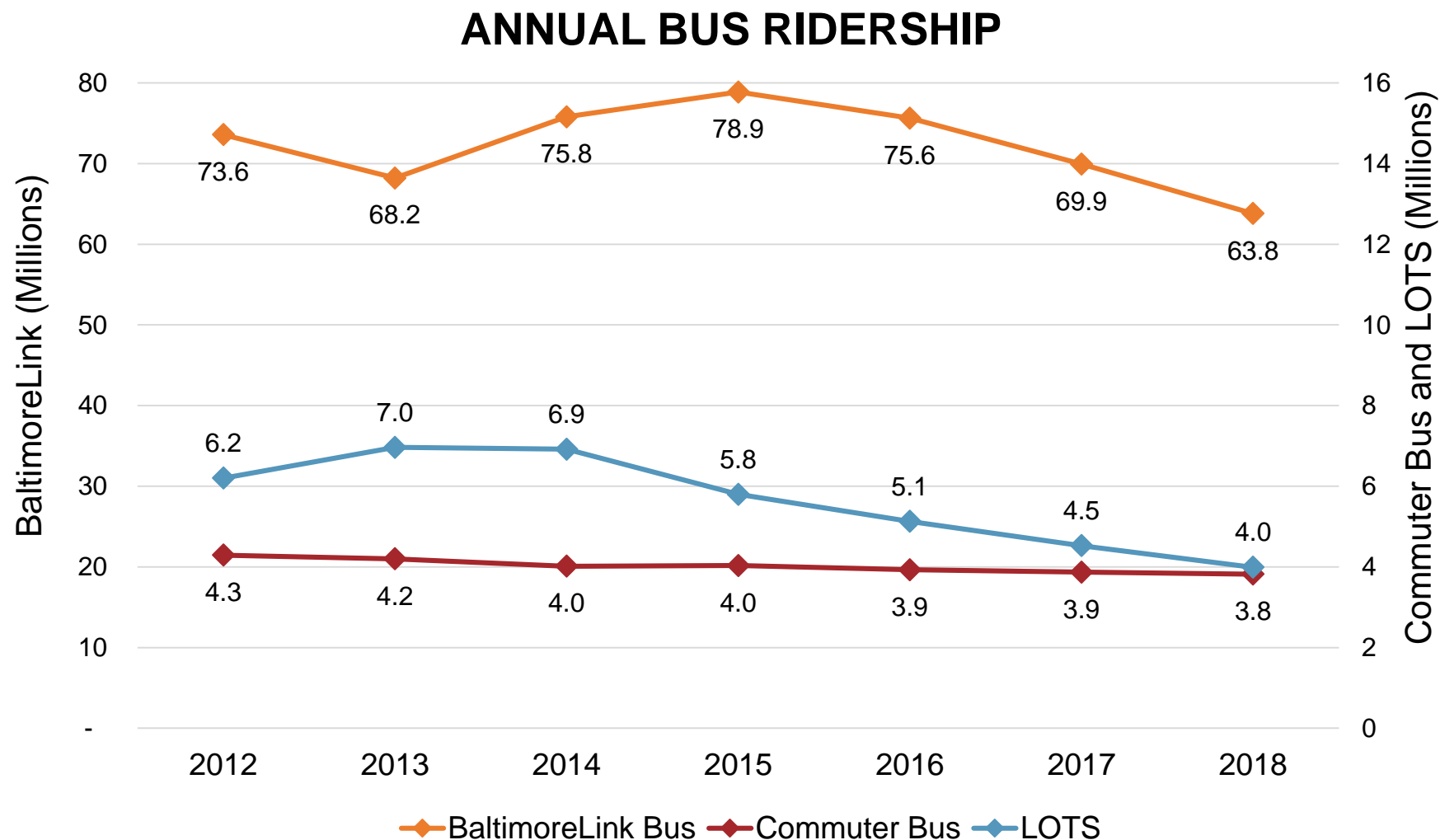
- MDOT MTA local bus ridership has been trending down since 2015

- LOTS local bus ridership has been trending down since 2013

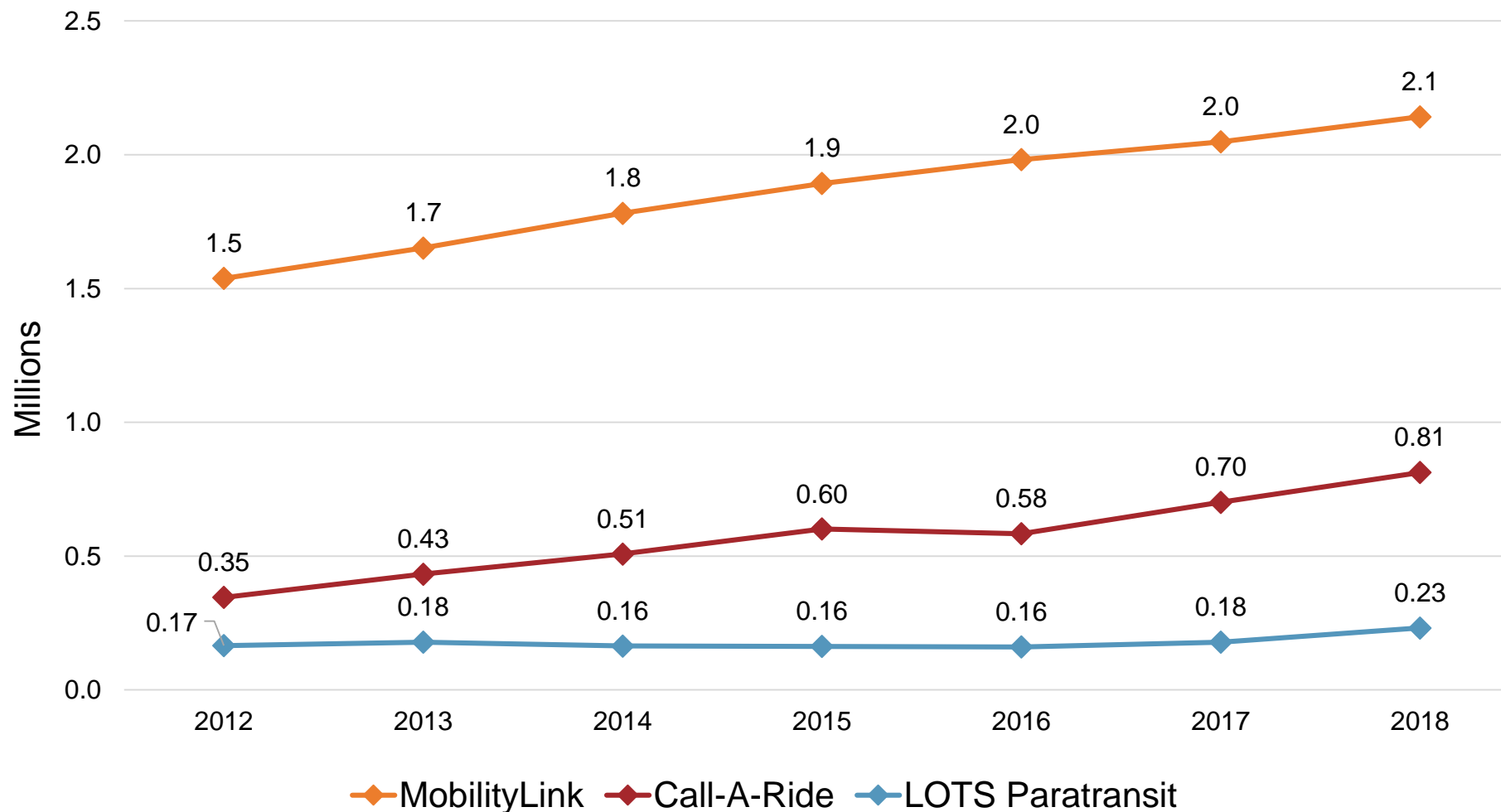- MDOT MTA Commuter Bus ridership is slowly trending downward

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50

Trends in Transit: MDOT MTA Rail Ridership
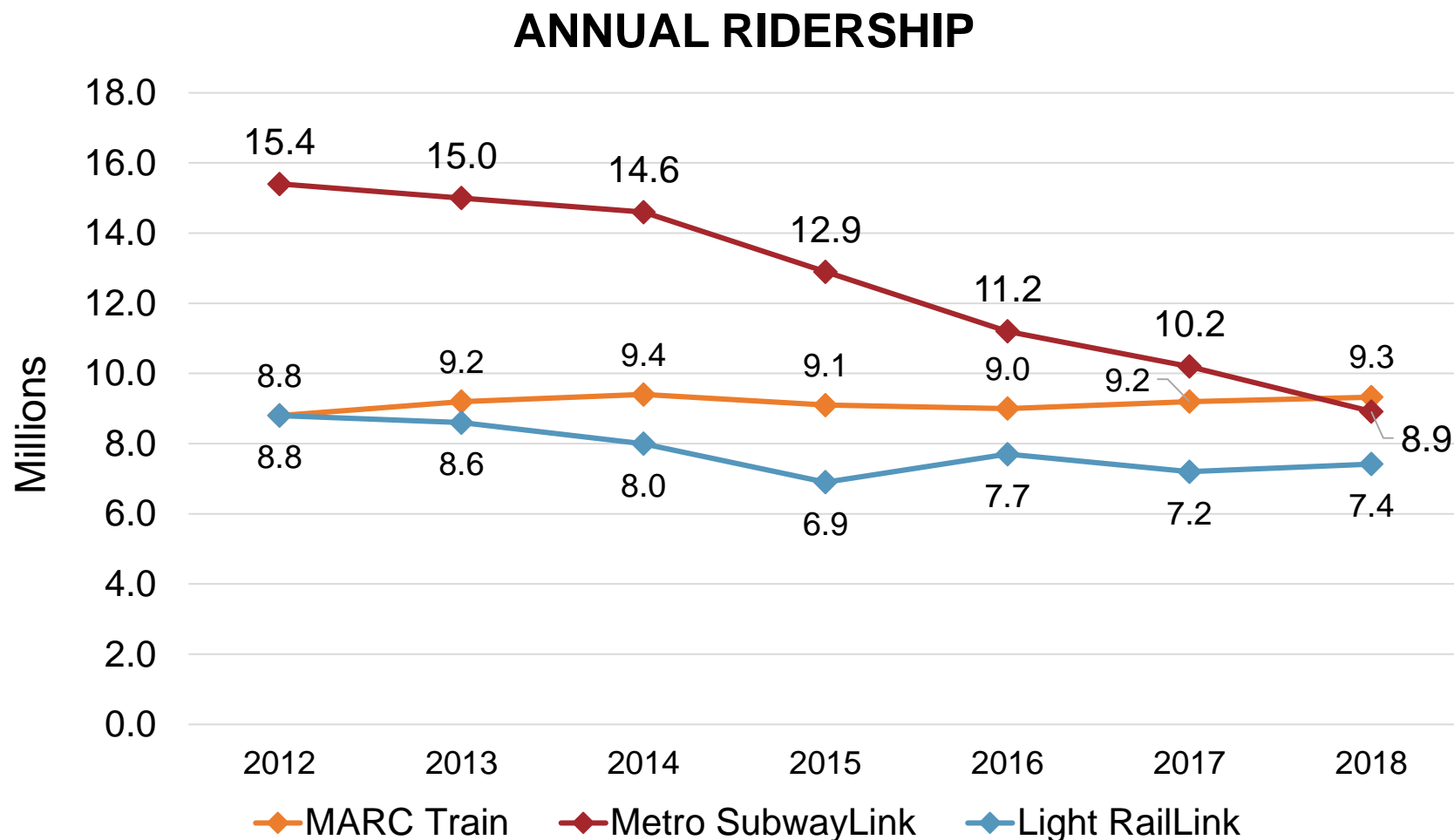
ANNUAL RIDERSHIP

- Metro SubwayLink and Light RailLink ridership has fallen 42% and 16% (respectively) since 2012
- MARC ridership has increased by 6%

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Trends in Transit: MDOT MTA Paratransit Ridership

ANNUAL RIDERSHIP

MDOT MTA and the LOTS paratransit ridership has been trending steadily upward

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Trends in Transit: National

Billions of trips

Legend: Bus • Rail • Rideshare Companies • Gas Price

- Bus: 5.4 (2012) → 4.4 (2019)
- Rail: 4.7 (2012) → 5.2 (2019)
- Rideshare Companies: 0.1 (2012) → 6.7 (2019)
- Gas Price: $3.68 (2012) → $2.35 (2019)

Years: 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019

2012 — New TNC* service and company

2014 — TNCs start offering shared trips

2016–2017 — TNC service that requires walking to a pickup location; expansion of dockless bike-share

2018 — Expansion of shared e-scooters

*TNC, or ride-hailing service, is a company that matches passengers with drivers via mobile apps

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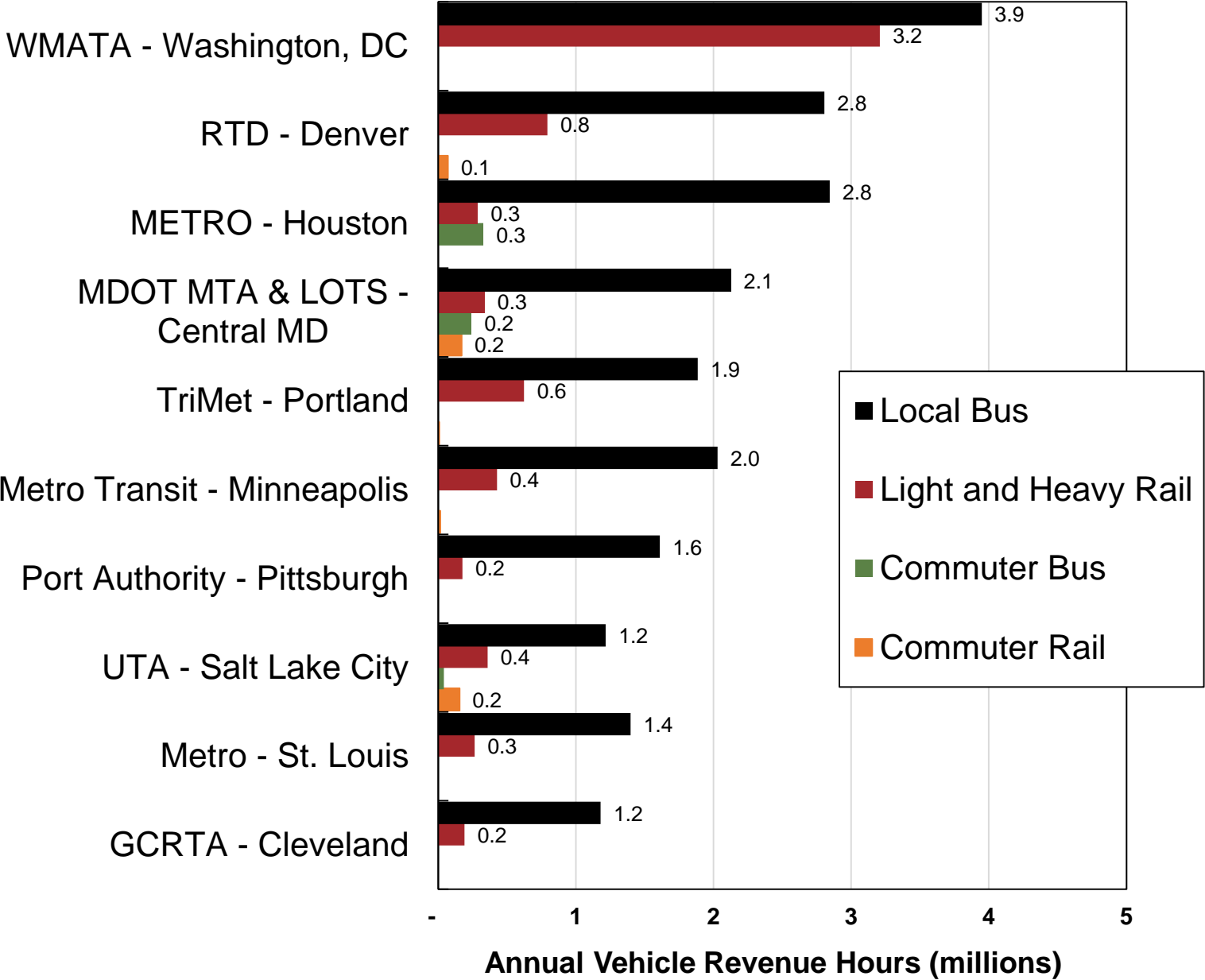**Who is bucking the trends in ridership change?**

- King County Metro & Sound Transit – Seattle

- Port Authority – Pittsburgh

- METRO – Houston

- CapMetro – Austin

What factors are impacting these peer trends?

- Implementing new service and new investments: opening new light rail lines, implementing transit priority treatments and expanding bus service

- Promoting transit: introducing free-fare periods or zones

- Looking for efficiencies: bus redesigns that focus on coverage and minimize duplication

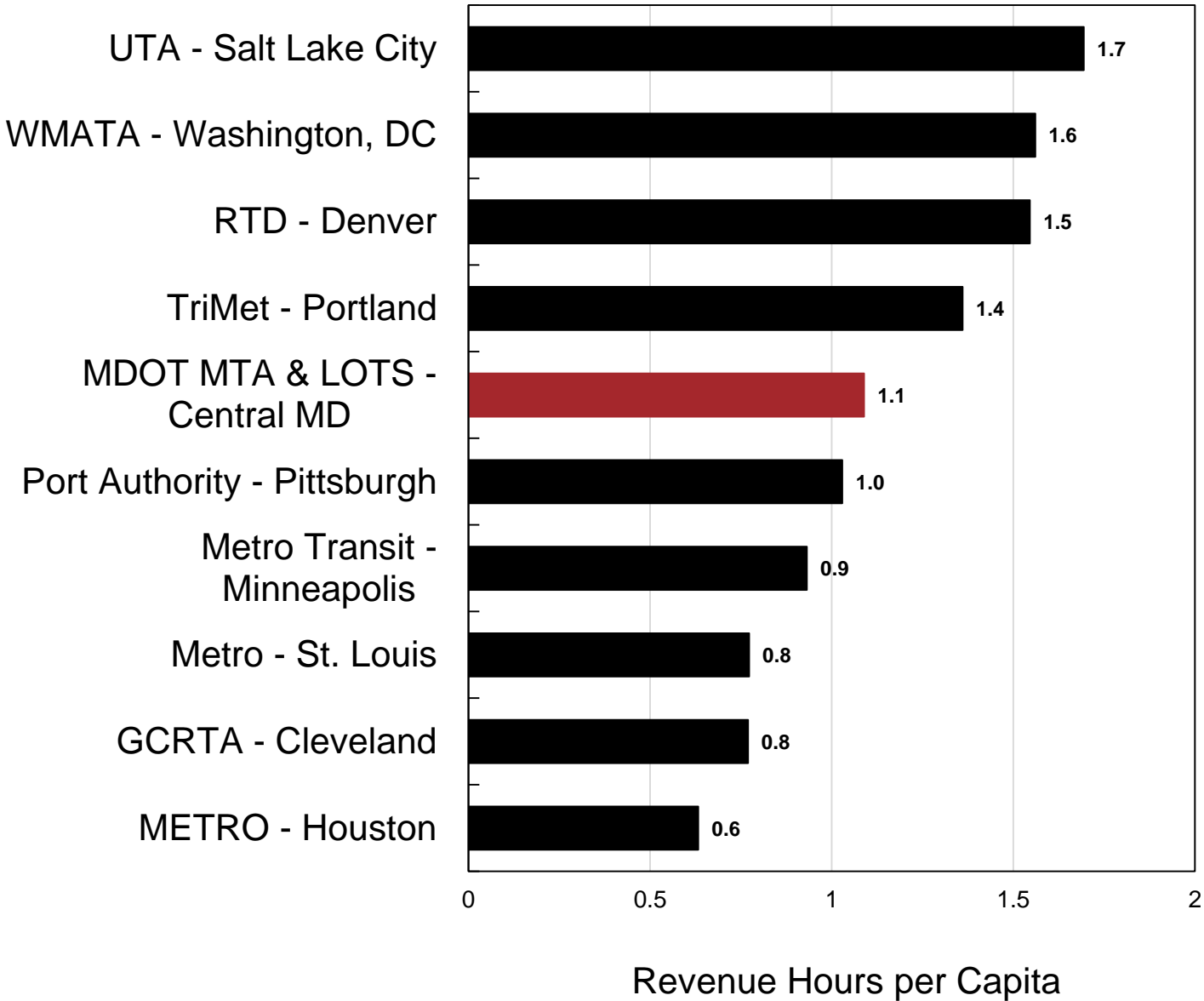- Rising costs of living: Population growth and increasing housing costs

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Peer Regions: Total Service

MDOT MTA and the LOTS are 4th among peers in total hours of service provided

Annual Vehicle Revenue Hours (millions)

Region	Local Bus	Light and Heavy Rail	Commuter Bus	Commuter Rail
WMATA - Washington, DC	3.9	3.2		
RTD - Denver	2.8	0.8		0.1
METRO - Houston	2.8	0.3	0.3	
MDOT MTA & LOTS - Central MD	2.1	0.3	0.2	0.2
TriMet - Portland	1.9	0.6		
Metro Transit - Minneapolis	2.0	0.4		
Port Authority - Pittsburgh	1.6	0.2		
UTA - Salt Lake City	1.2	0.4		0.2
Metro - St. Louis	1.4	0.3		
GCRTA - Cleveland	1.2	0.2		

Connecting Our Future
A Regional Transit Plan for Central Maryland

MDOT MTA Regions: Reliability

- BaltimoreLink Bus on-time performance has been increasing steadily and reached 70 percent in February 2019

- Currently, only BaltimoreLink Bus and Commuter Bus reporting is GPS-based. Other modes rely on manual checks or older technology. MDOT MTA is working to add real-time tracking systems to all modes
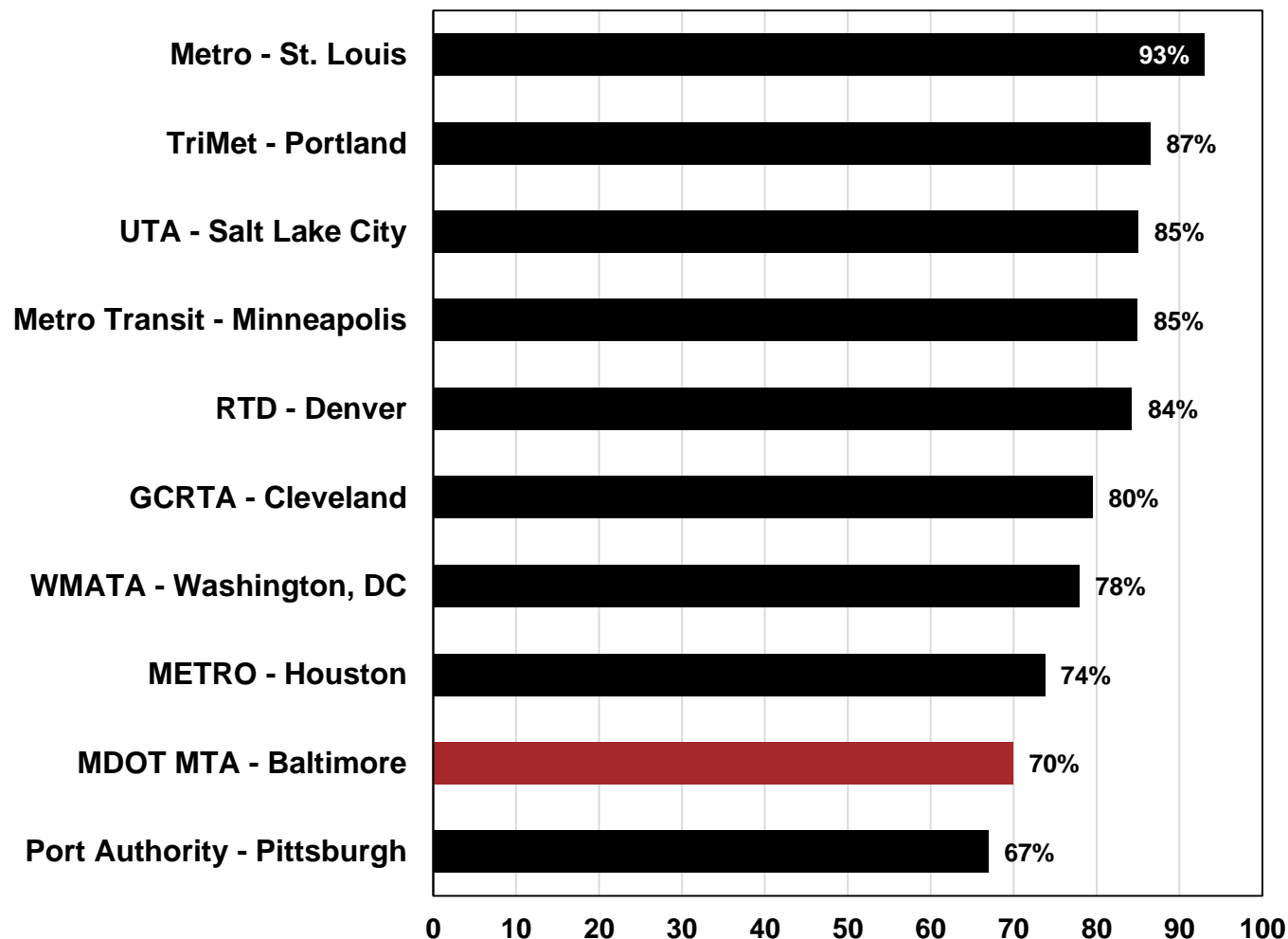
ON-TIME PERFORMANCE
(February 2019)

Mode	On-Time Performance
Light RailLink	96%
Metro SubwayLink	95%
MARC	93%
Commuter Bus	86%
BaltimoreLink Bus	70%

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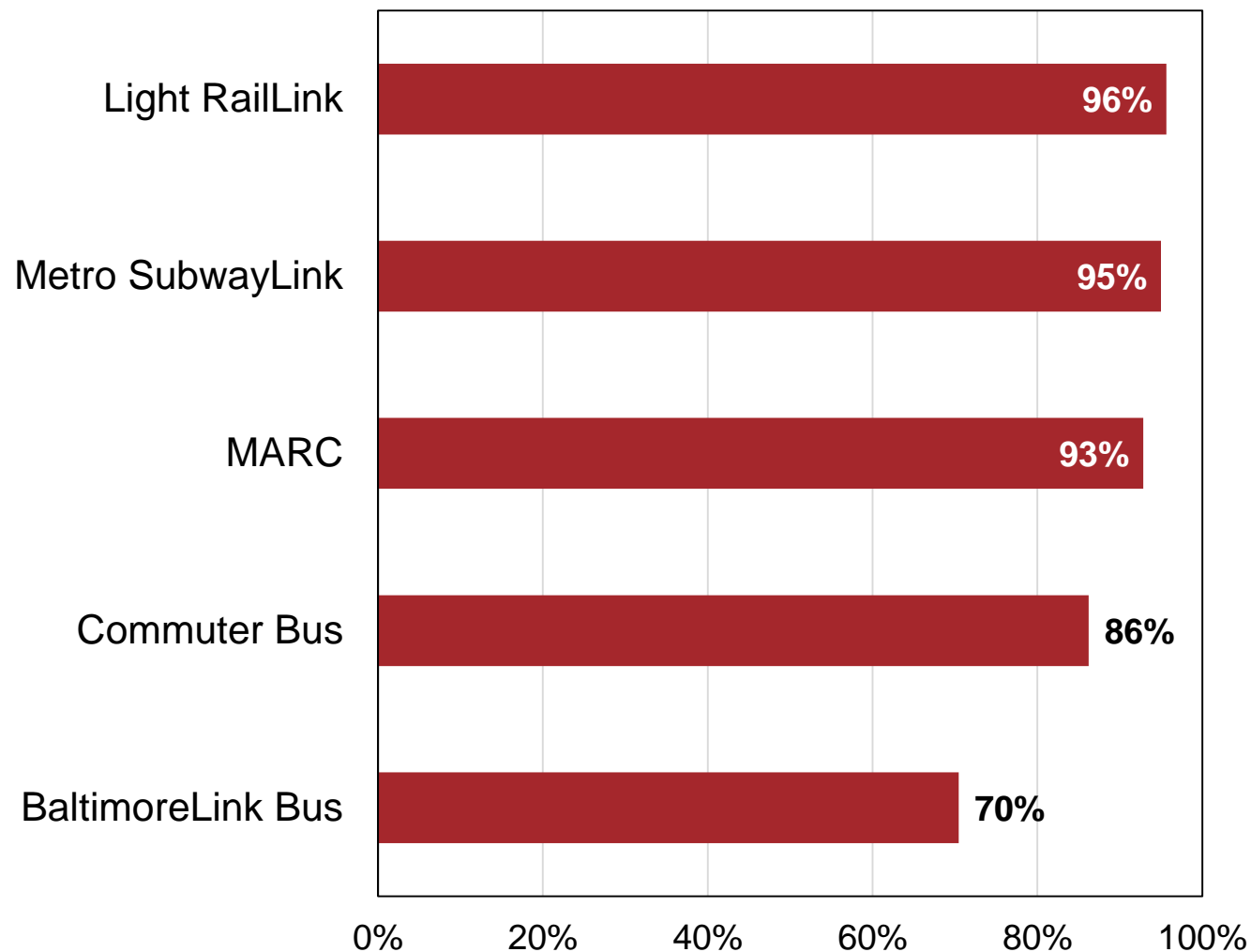
Peers Regions: Reliability

- MDOT MTA ranks 9th out of the 10 peer agencies in local bus on-time performance, as reported by each agency

- However, MDOT MTA's on-time performance continues to improve

- There is no one standard measure of on-time performance; each agency measures reliability differently using different data, standards, and methodologies

LOCAL BUS ON-TIME PERFORMANCE

Agency	On-Time %
Metro - St. Louis	93%
TriMet - Portland	87%
UTA - Salt Lake City	85%
Metro Transit - Minneapolis	85%
RTD - Denver	84%
GCRTA - Cleveland	80%
WMATA - Washington, DC	78%
METRO - Houston	74%
MDOT MTA - Baltimore	70%
Port Authority - Pittsburgh	67%

Connecting Our Future
A Regional Transit Plan for Central Maryland

What are peers doing to increase reliability?

- Portland extended turning-lanes to bypass congested through-lanes

- Salt Lake City added GPS on all vehicles to show operators their status and to monitor performance

- Many agencies adjust schedules to match actual runtimes

- Some agencies are using transit signal priority, queue jumps, and off-board fare collection to improve on-time performance

- MDOT MTA is already doing many of these

Connecting Our Future
A Regional Transit Plan for Central Maryland
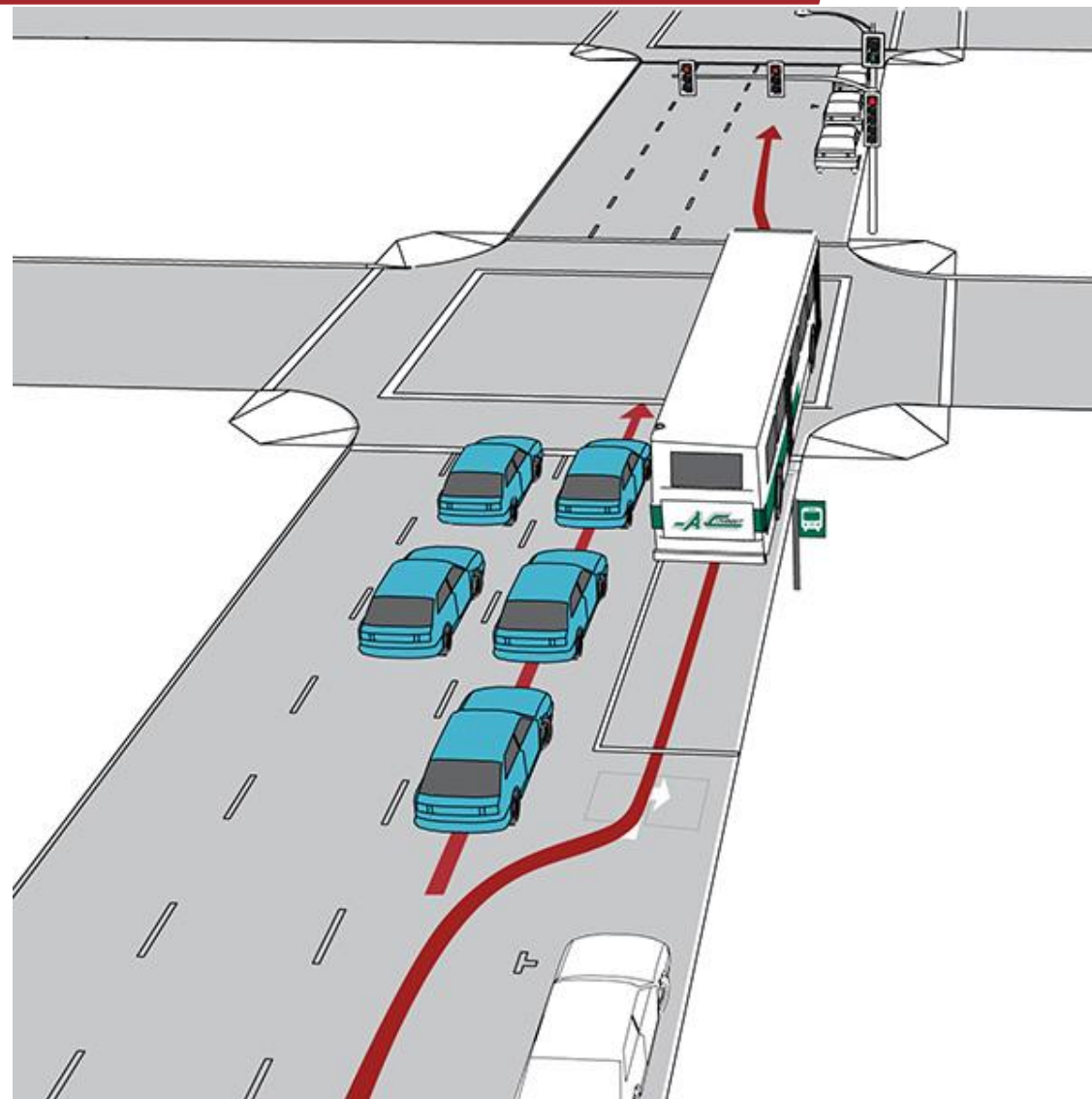
Service Quality and Integration Summary

KEY TAKEAWAYS

- Residents of Baltimore City and inner suburbs have access to frequent transit 12+ hours/day, 7 days/week

- Other areas have less frequent service, and in some cases little evening, late night, and weekend service

- Transit ridership has decreased nationally as gas prices have fallen and ridesharing/ridehailing/TNC use has expanded dramatically

- Paratransit ridership continues to increase

- Reliability of transit service in the region is lower than peers, but improving

Connecting Our Future
A Regional Transit Plan for Central Maryland

LESSONS FROM PEERS

- MARC and BaltimoreLink Bus ridership trends are consistent with national trends

- Metro SubwayLink and Light RailLink ridership are declining while national rail ridership is rising

Compared to peers, MDOT MTA provides:

≈ Average amount of service

— Lower on-time performance

✚ More modes of transit

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A Regional Transit Plan for Central Maryland

From this presentation, what did you find most surprising or interesting?

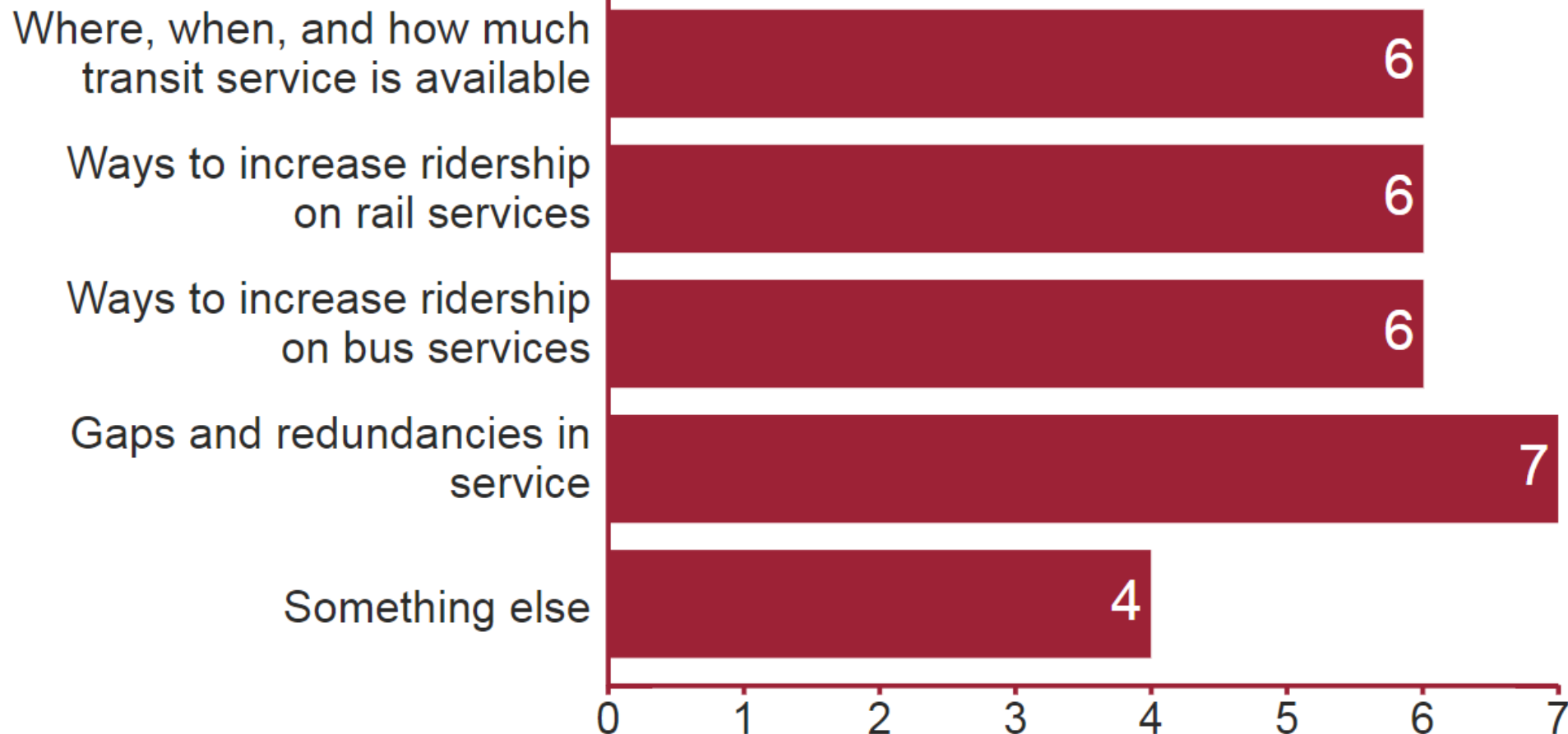| Response	Count
The span and frequency distribution of transit service in the region	
Ridership trends	4
The region's range of transit modes compared to peers	1
The region's amount of service compared to peers	1
The region's transit reliability compared to peers	1
Nothing was surprising	3

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Where should we focus our Service Quality and Integration analysis for future Commission meetings? (Select up to three choices, you can select one choice more than once if it is important to you)

FUNDING AND STATE OF GOOD REPAIR

HARFORD

BALTIMORE

BALTIMORE CITY

HOWARD

ANNE ARUNDEL

Connecting Our Future
A Regional Transit Plan for Central Maryland

Funding and State of Good Repair

FUNDING

- Funding encompasses the costs of operating, maintaining, and enhancing transit and the sources to fund these costs in the present and future
- *Connecting Our Future* will develop funding and financing strategies to support regional mobility based on best practices and regional analyses

STATE OF GOOD REPAIR

- State of Good Repair addresses the condition of transit infrastructure and its ongoing maintenance to provide safe, efficient, and reliable service
- *Connecting Our Future* will identify the level of reinvestment needed to maintain existing transit services in Central Maryland

Connecting Our Future
A Regional Transit Plan for Central Maryland

In this section, we explore:

- How much is spent on transit in the Central Maryland region?

- How does our region's transit spending compare to peer transit systems?

- How do operating costs by mode compare to that of peer transit systems?

- What are the sources of our region's transit funding?

Connecting Our Future
A Regional Transit Plan for Central Maryland

Spending on Public Transit in Central Maryland

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 - $9.4 billion asset base for Central Maryland ($9.5 billion for MDOT MTA statewide)

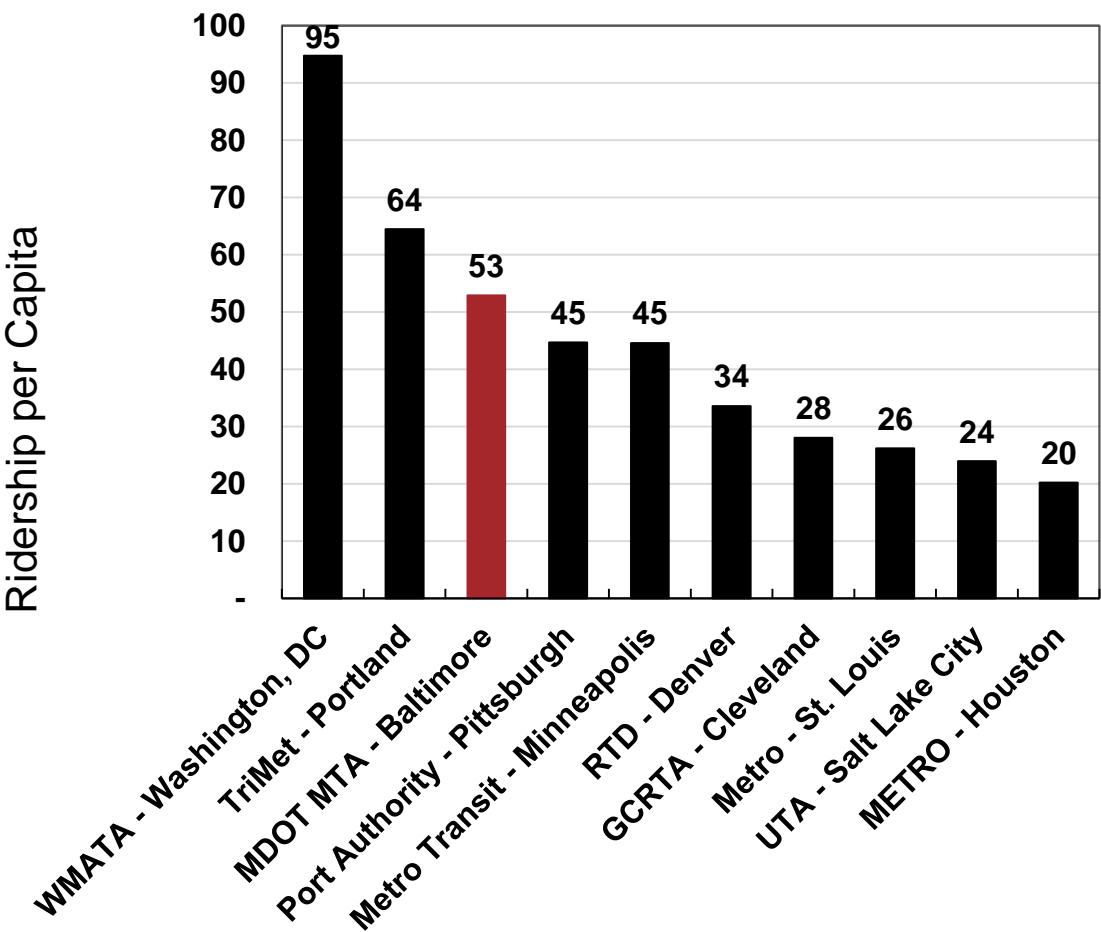**Connecting Our Future**
A Regional Transit Plan for Central Maryland

Spending and Ridership – Peer Comparison

O&M SPENDING PER CAPITA (2017)

RIDERSHIP PER CAPITA (2017)

Connecting Our Future
A Regional Transit Plan for Central Maryland
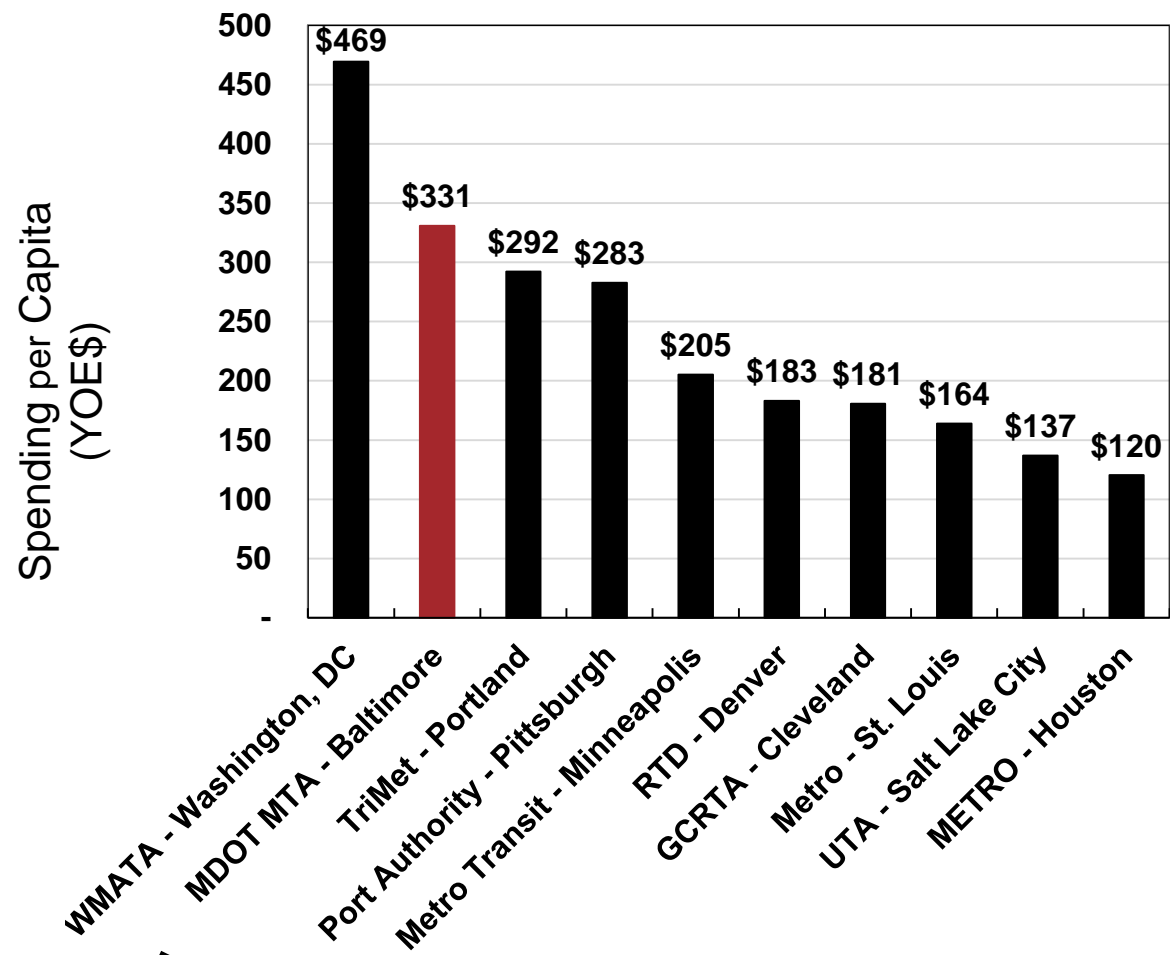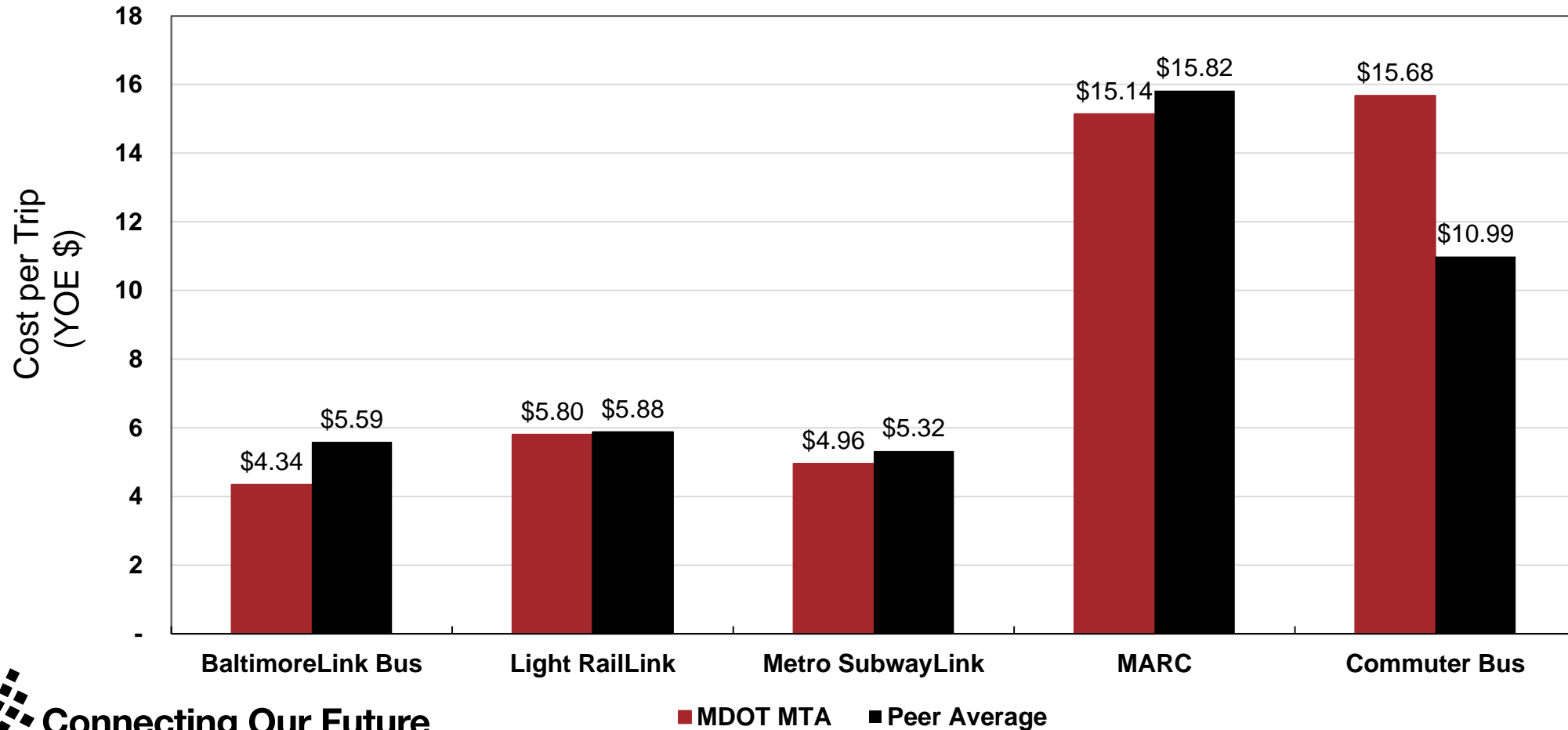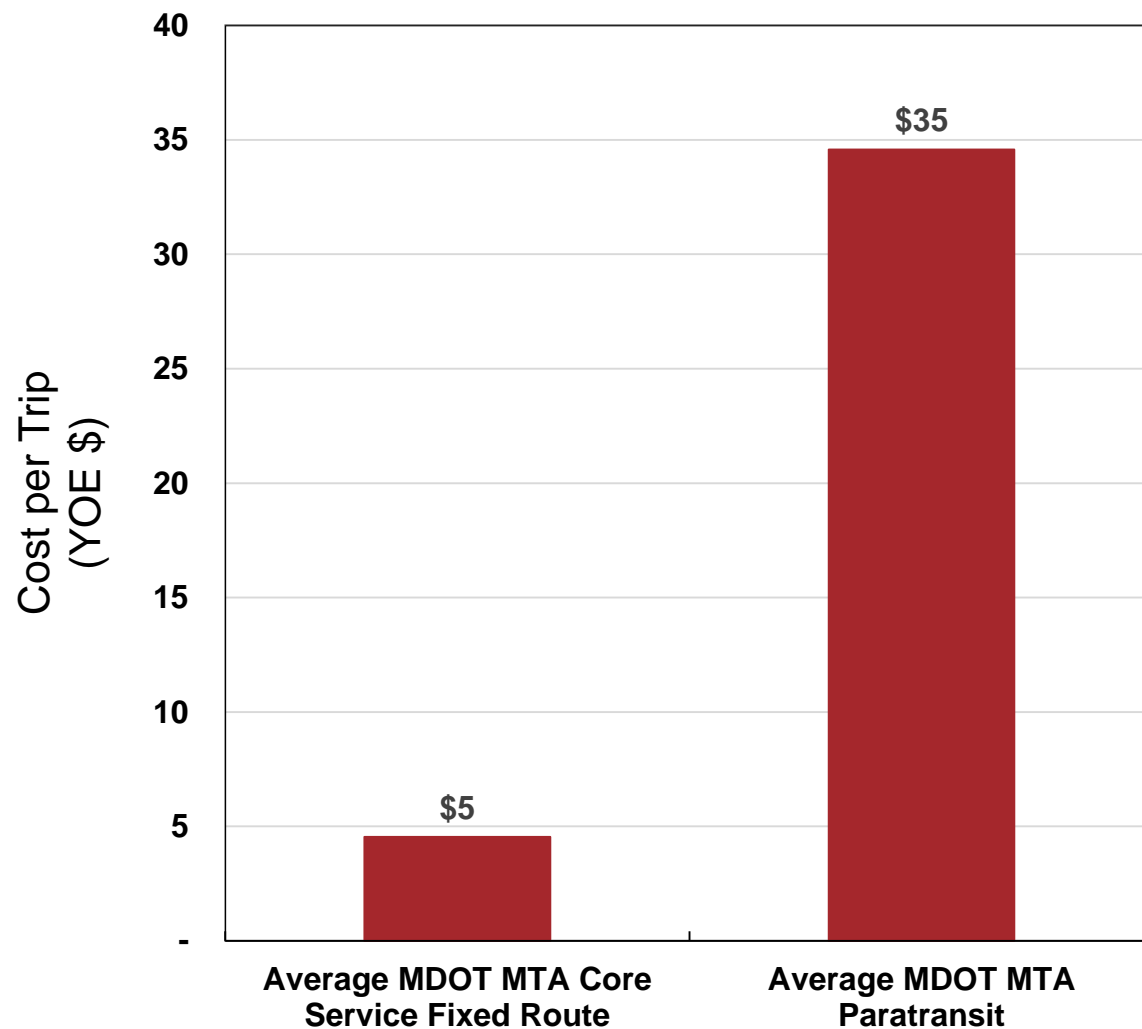
O&M Costs per Trip by Mode

- Trip costs for core service average $5, but are higher for commuter modes
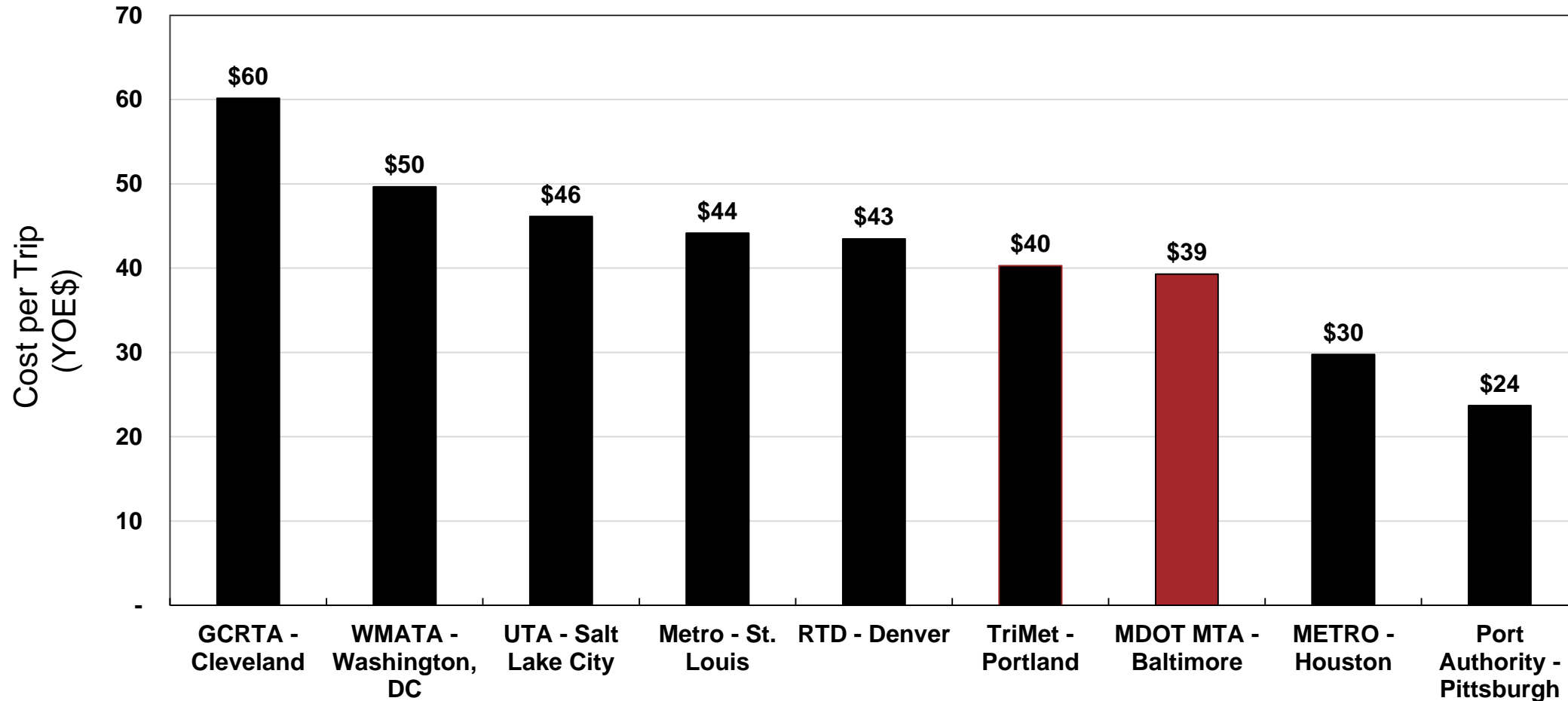- MDOT MTA bus trip costs are much lower than peer average

Chart: Cost per Trip (YOE $)

Mode	MDOT MTA	Peer Average
BaltimoreLink Bus	$4.34	$5.59
Light RailLink	$5.80	$5.88
Metro SubwayLink	$4.96	$5.32
MARC	$15.14	$15.82
Commuter Bus	$15.68	$10.99

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A Regional Transit Plan for Central Maryland

- The average cost per trip for MDOT MTA's core fixed-route services (Local Bus, Light Rail-Link, and Metro SubwayLink) is $5 vs. $35 for paratransit services (MobilityLink and Call-A-Ride)

- That difference is comparable to the peers

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A Regional Transit Plan for Central Maryland

MDOT MTA's paratransit cost per trip is among the lowest of peers

Connecting Our Future
A Regional Transit Plan for Central Maryland
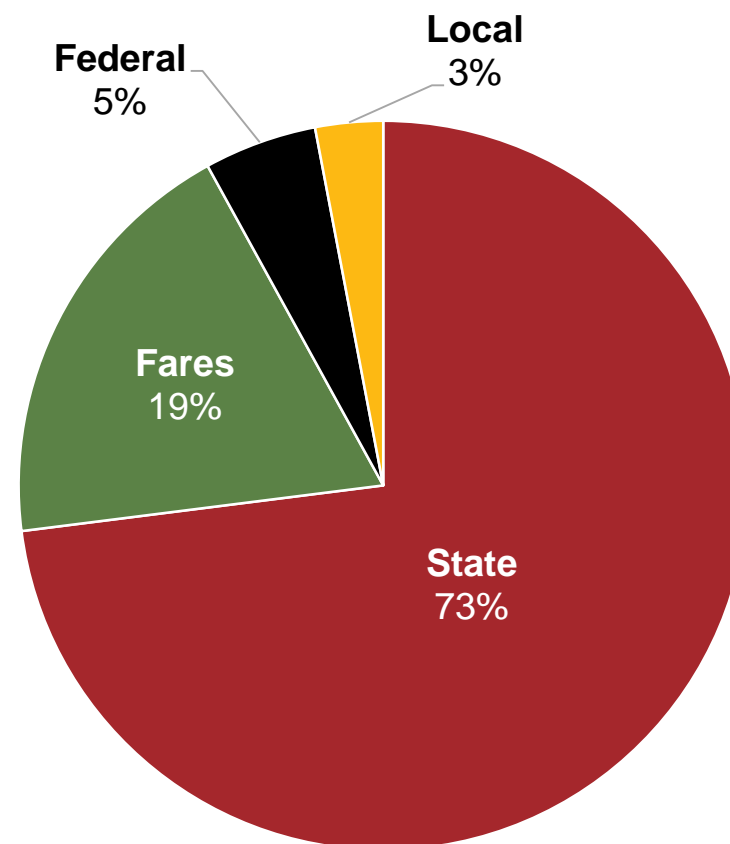
- The state contributes around three-fourths of operating funds for MDOT MTA and LOTS

- Federal and Local government both contribute 5% or less to operating funds to transit in the region

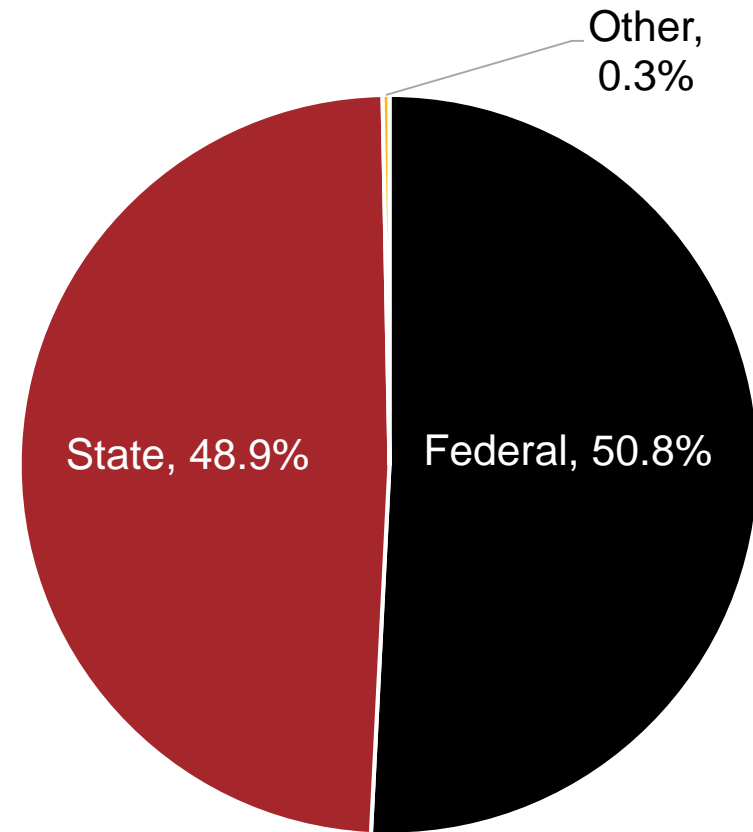- Local funds represent 50% -70% of LOTS operating funds

SOURCES OF OPERATING FUNDS

Federal
5%

Local
3%

Fares
19%

State
73%

Connecting Our Future
A Regional Transit Plan for Central Maryland

Central Maryland Transit Funding Sources - Capital

- 49% of capital funds for transit in the Central Maryland region is from the Maryland Transportation Trust Fund

- The Federal government contributes 51% to total capital funds for transit in the region

- Other sources of capital funds, including local funds, add up to 0.3%

SOURCES OF CAPITAL FUNDS (FY 19-24 CTP)

Other, 0.3%

State, 48.9%

Federal, 50.8%

Connecting Our Future
A Regional Transit Plan for Central Maryland

State of Good Repair

In this section, we explore:

- What is State of Good Repair?

- How is State of Good Repair affecting peer systems?

- What assets are included in Central Maryland's transit asset base?

Connecting Our Future
A Regional Transit Plan for Central Maryland

- State of Good Repair focuses investments on the replacement and rehabilitation of aging assets in order to:

  - Maintain service quality and

  - Minimize the cost of asset maintenance

- When assets are not replaced or rehabilitated on time they are in a State of Good Repair backlog

- An asset in the State of Good Repair backlog can still be safe to operate

Connecting Our Future
A Regional Transit Plan for Central Maryland

- State of Good Repair and underfunding are national transit concerns
- The nationwide State of Good Repair transit backlog is approximately $90 billion

Connecting Our Future
A Regional Transit Plan for Central Maryland

- Central Maryland transit agencies have $9.4B in physical assets

- More than 80% of these assets (by value) support rail services

  - Metro SubwayLink

  - Light RailLink

  - MARC Train

- LOTS assets make up 1.4% of the asset base

CENTRAL MARYLAND ASSETS BY MODE OF SERVICE

Agencywide 3%

Paratransit 1%

Bus 16%

Light RailLink 17%

Metro SubwayLink 43%

MARC Train 20%
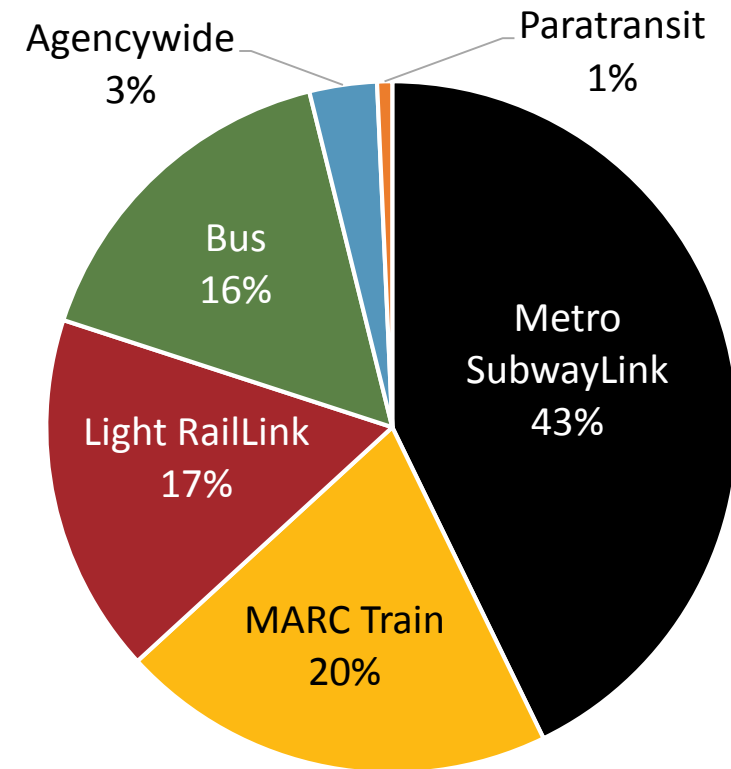
Note: MDOT MTA assets do not include a majority of the MARC assets on the Brunswick Line

Connecting Our Future
A Regional Transit Plan for Central Maryland

State of Good Repair Spending

- Over the next 6 years, MDOT MTA will spend $2.3 billion in capital in the Central Maryland region

- Recognizing the importance of renewal, MDOT MTA is prioritizing an average of 98% of capital spending to address State of Good Repair needs

6-YEAR CAPITAL SPENDING

Enhancement
2%

State of Good
Repair
98%

Connecting Our Future
A Regional Transit Plan for Central Maryland
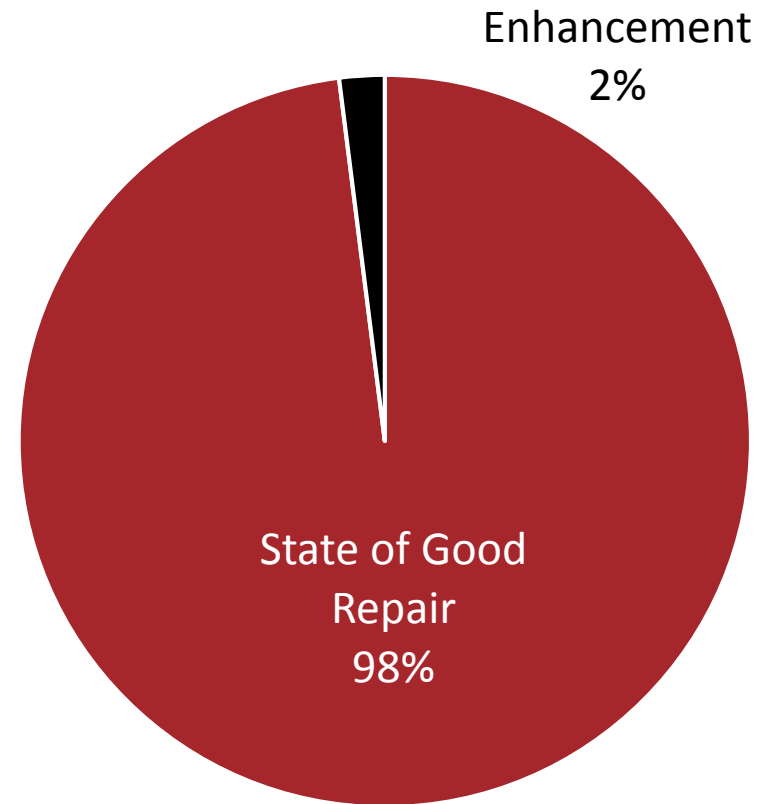
- MDOT MTA rail modes have recently experienced service disruptions due to State of Good Repair work

- Peers along the Northeast Corridor are confronting similar needs due to aging assets and recurring service disruptions

- Agencies are prioritizing safety critical needs

It's a System in Need
Bringing SEPTA's Infrastructure into a State of Good Repair

Metro's biggest SafeTrack surge hits the Red Line this week, affecting 200,000 trips daily

Public Transit Maintenance Backlog Hurts Economic Prospects of Many US Cities

MBTA's Repair Backlog Climbs Above $7 Billion

Cuomo Declares a State of Emergency for New York City Subways

$90 billion backlog of state of good repair work requires expanded federal support

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A Regional Transit Plan for Central Maryland

Funding and State of Good Repair Summary

KEY TAKEAWAYS

- Trip costs for core service average $5, but are higher for MARC and Commuter Bus

- Central Maryland has $9.4 billion in transit assets

- MDOT MTA will prioritize 98% of capital program spending on State of Good Repair needs

- Central Maryland transit agencies are prioritizing safety critical needs and leveraging innovative solutions to extend dollars and achieve enhancements in the near-term

Connecting Our Future
A Regional Transit Plan for Central Maryland

Funding and State of Good Repair Summary

LESSONS FROM PEERS

- BaltimoreLink Bus trip costs are much lower than peer average

- Within the group of peers, transit providers that spend more on operations and maintenance per capita also have more ridership per capita

- Peer agencies are dealing with similar State of Good Repair issues related to aging assets and service interruptions

Compared to peers, MDOT MTA provides:

+ Lower cost per trip on most modes

≈ Average difference between fixed-route and paratransit

≈ Average State of Good Repair issues

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A Regional Transit Plan for Central Maryland

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What State of Good Repair and Funding topics are you most interested in learning more about? (Select up to three answers)

Topic	Value
Drivers of operating and capital costs by mode	5
Funding, financing and project delivery options	5
How funding impacts State of Good Repair	3
Peer and national State of Good Repair issues and approaches	2

SGR and Funding: Question 2

What are the highest regional priorities for transit funding? (rank from most important on top to least important on bottom)

Expanding the regional transit network to areas currently underserved by transit — **1st**

Expanding the regional transit network to new growth corridors — **2nd**

Supporting more frequent and reliable service on the existing transit network — **3rd**

Addressing the State of Good Repair needs — **4th**

BREAK

ACCESS AND CORRIDORS OF OPPORTUNITY

HARFORD

BALTIMORE

BALTIMORE CITY

HOWARD

ANNE ARUNDEL

Connecting Our Future
A Regional Transit Plan for Central Maryland

ACCESS

- Access addresses the connections between transit stops and stations and home, work, school, and other destinations

- *Connecting Our Future* will plan to ensure the areas served by transit are safe, comfortable, and convenient for people who use the region's transit options to live, work, and prosper

CORRIDORS OF OPPORTUNITY

- Corridors of Opportunity examines where investments in transit infrastructure would offer the greatest opportunities to improve mobility

- *Connecting Our Future* will identify corridors that could benefit from additional investment in transit

Connecting Our Future
A Regional Transit Plan for Central Maryland

What we'll cover in this section:

- Who in our region has access to transit today?

- How does existing land use support transit service?

- What is the future market for transit and how much population and job growth is anticipated?

- What does first/last mile access look like today?

- How are planning decisions supporting transit service?

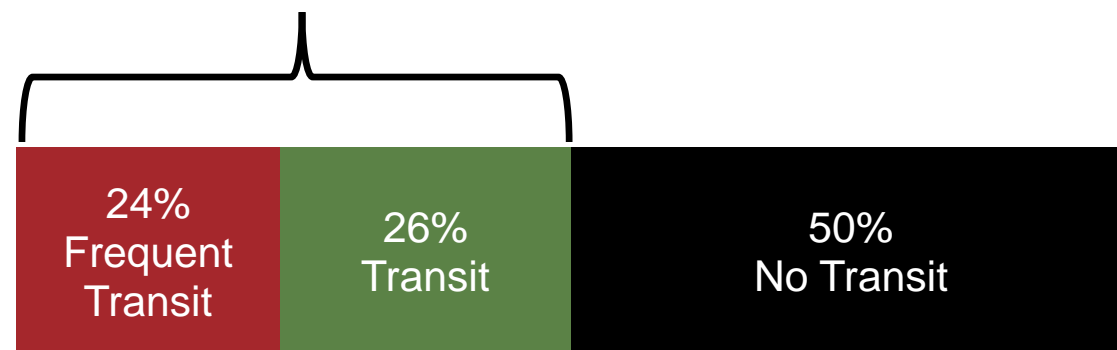- How do transportation and transit access impact quality of life?

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A Regional Transit Plan for Central Maryland

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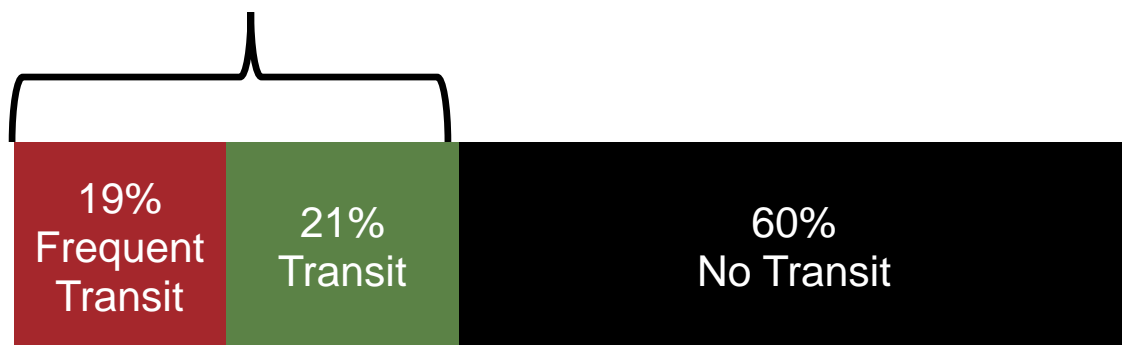
50% of the region's jobs (616,000) are accessible by bus within ¼ mile walk or by rail within ½ mile walk

| 19% Frequent Transit | 21% Transit | 60% No Transit |

| 24% Frequent Transit | 26% Transit | 50% No Transit |

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.

Connecting Our Future
A Regional Transit Plan for Central Maryland
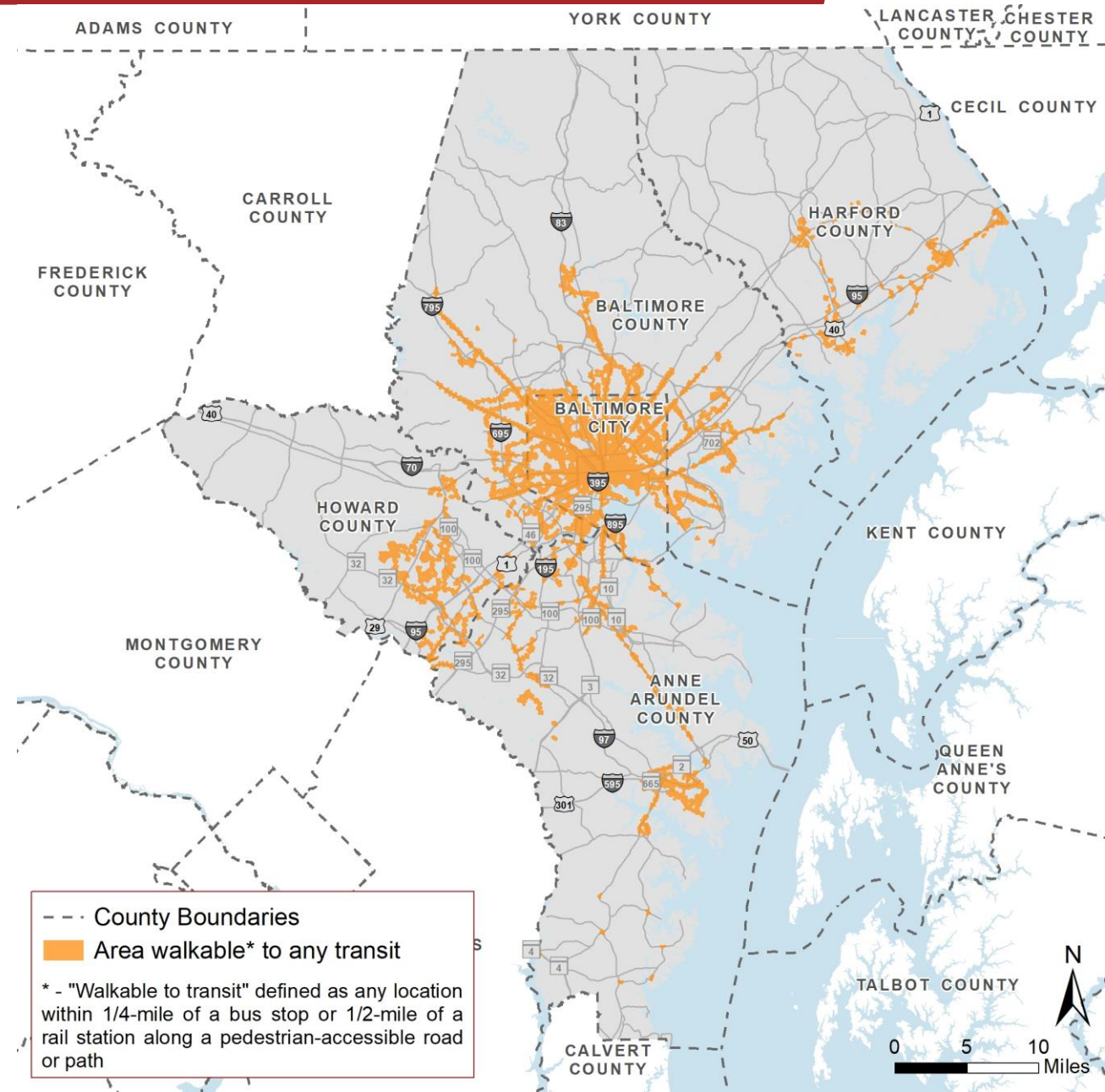
Within walking distance of fixed-route transit:

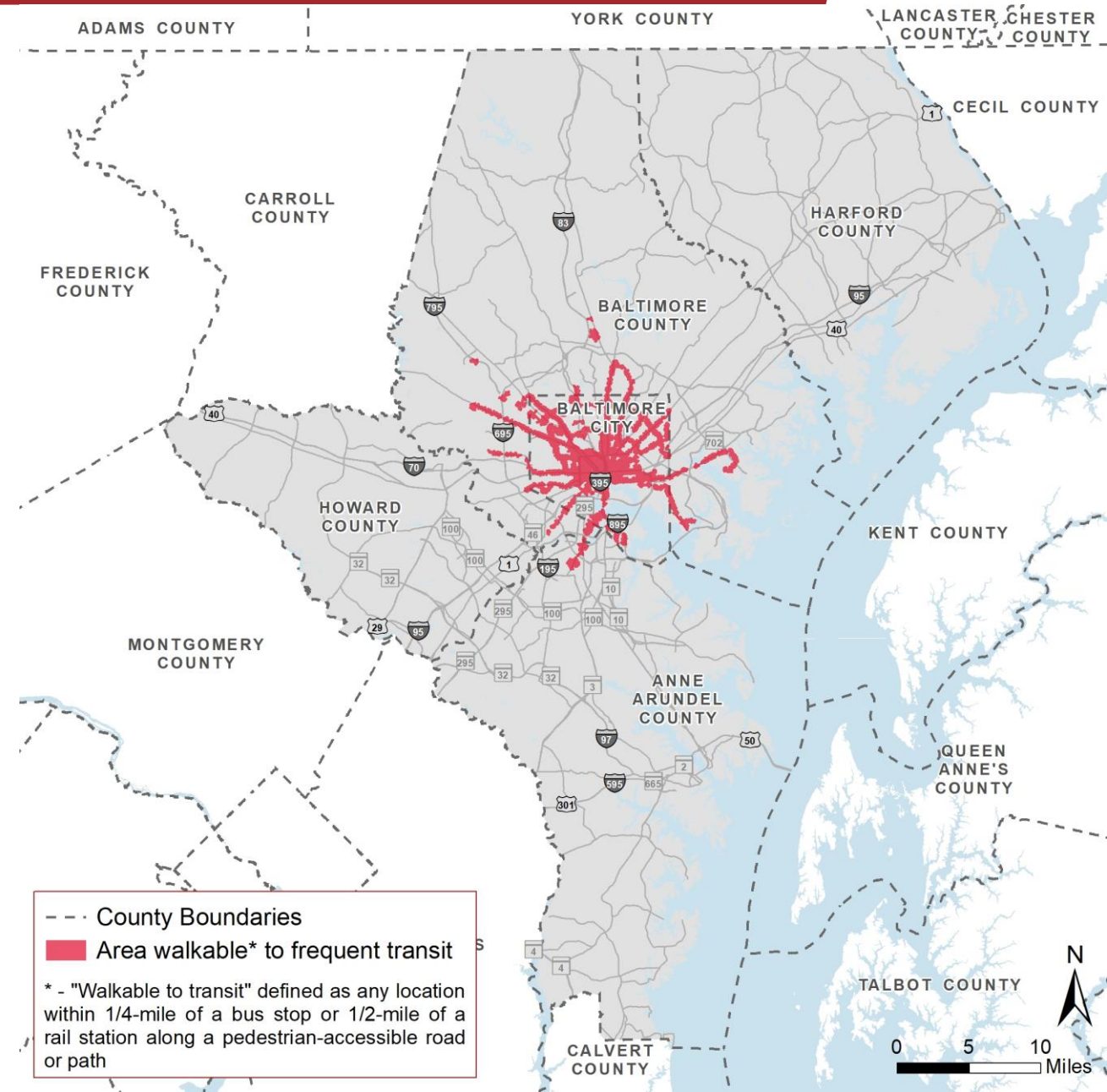- **40%** of all residents

- **61%** of low-income residents

- **47%** of residents with disabilities

- **37%** of senior residents

- **41%** of households

- **50%** of jobs

Connecting Our Future
A Regional Transit Plan for Central Maryland

Within walking distance of frequent transit:

- **19%** of all residents

- **38%** of low-income residents

- **26%** of residents with disabilities

- **17%** of senior residents

- **20%** of households

- **24%** of jobs

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A Regional Transit Plan for Central Maryland

- - - County Boundaries
- Area walkable* to frequent transit

* - "Walkable to transit" defined as any location within 1/4-mile of a bus stop or 1/2-mile of a rail station along a pedestrian-accessible road or path

Transit-Supportive Densities

- The type and amount of land use in a given area directly impacts transit use

- As development increases and diversifies, more transit and more types of transit can be justified

- Many agencies produce guidelines that align transit to land use for planning purposes
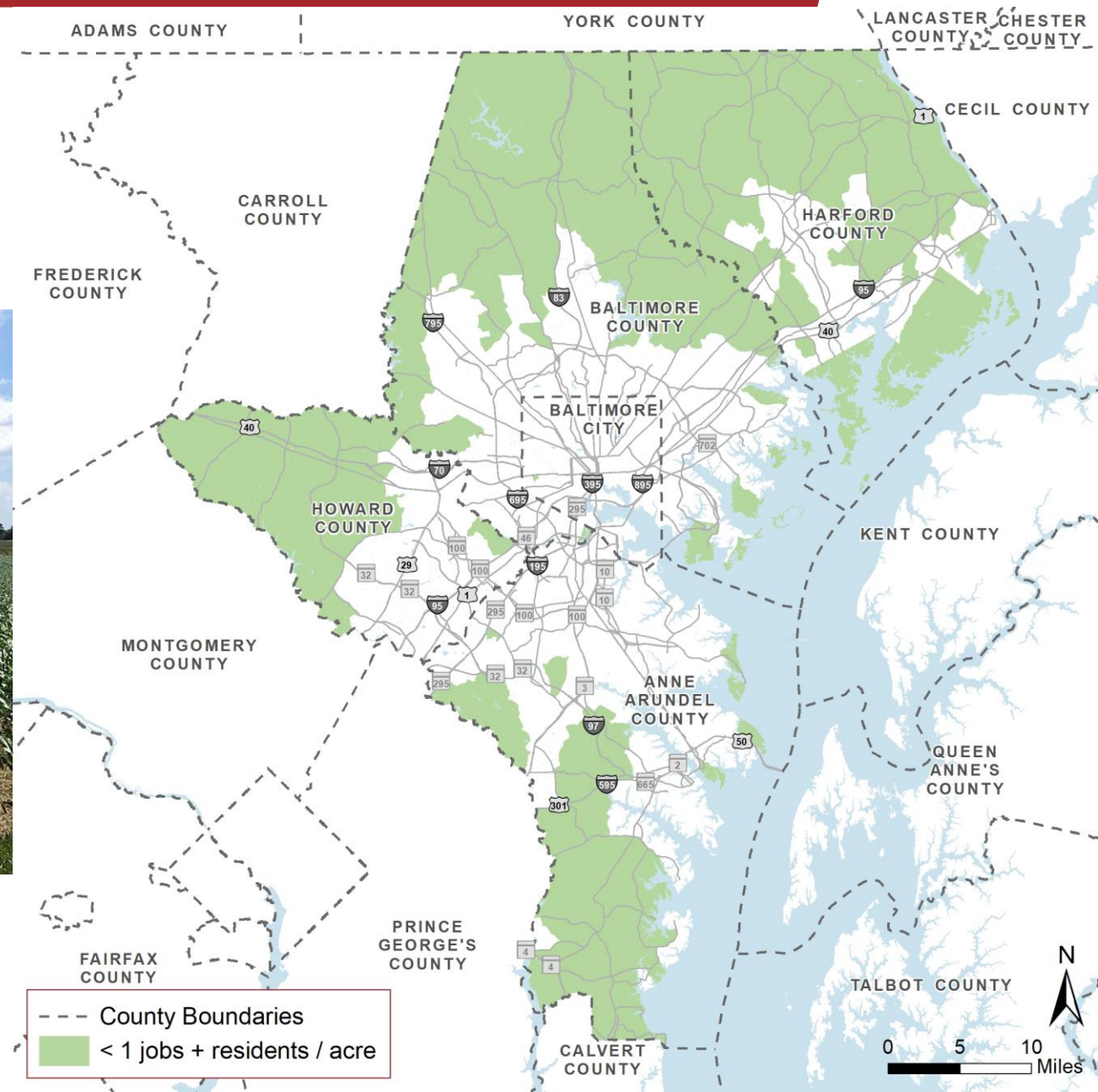

Transit Service Viable

Connecting Our Future
A Regional Transit Plan for Central Maryland

Transit-Supportive Densities

Job + Population Densities:

- **< 1 jobs + residents / acre**: not supportive of transit

County Boundaries

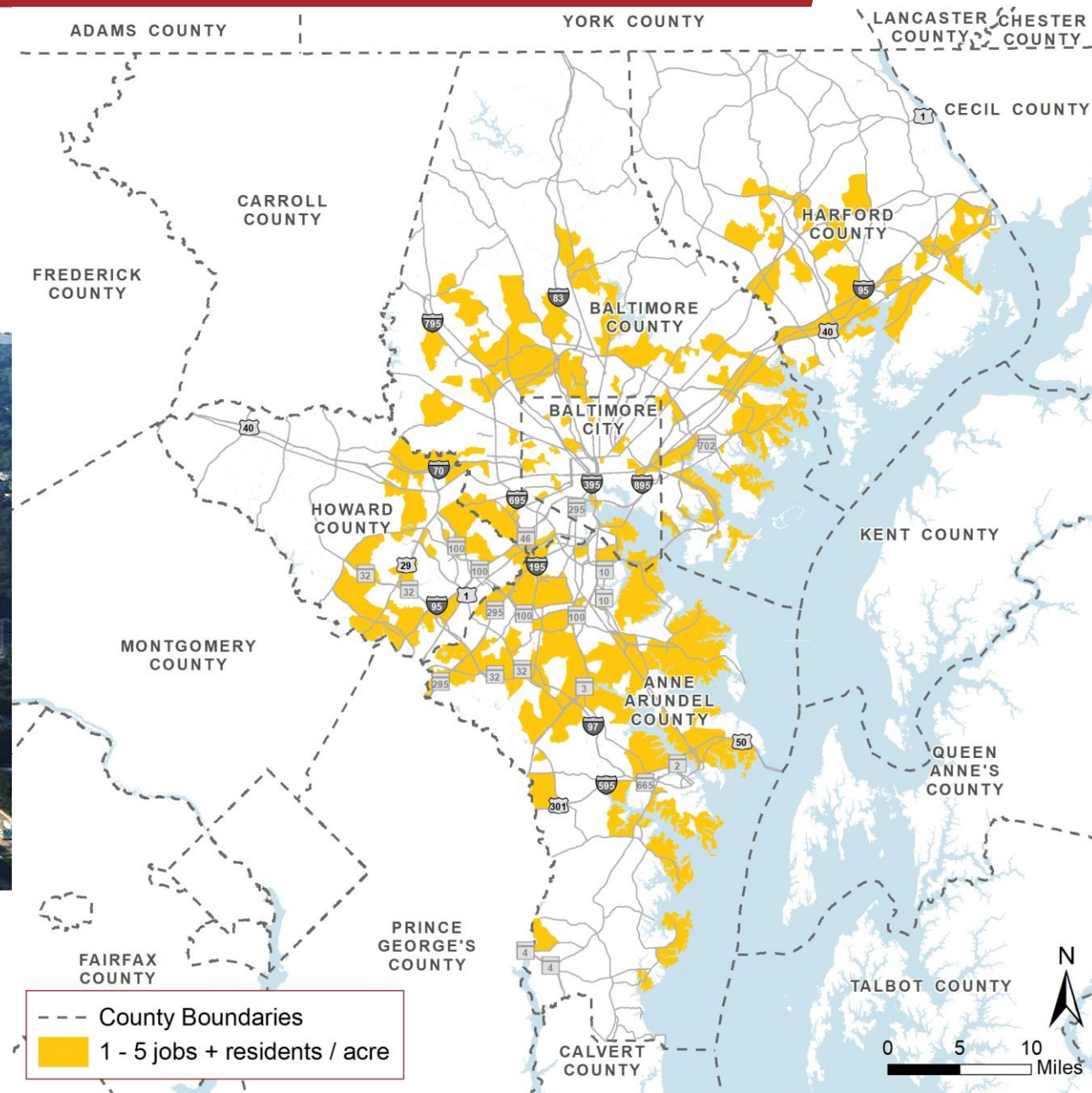< 1 jobs + residents / acre

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A Regional Transit Plan for Central Maryland

Job + Population Densities:

- **1-5 jobs + residents / acre**: may justify alternative / new mobility solutions

Legend:
- - - County Boundaries
- 1 - 5 jobs + residents / acre

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A Regional Transit Plan for Central Maryland
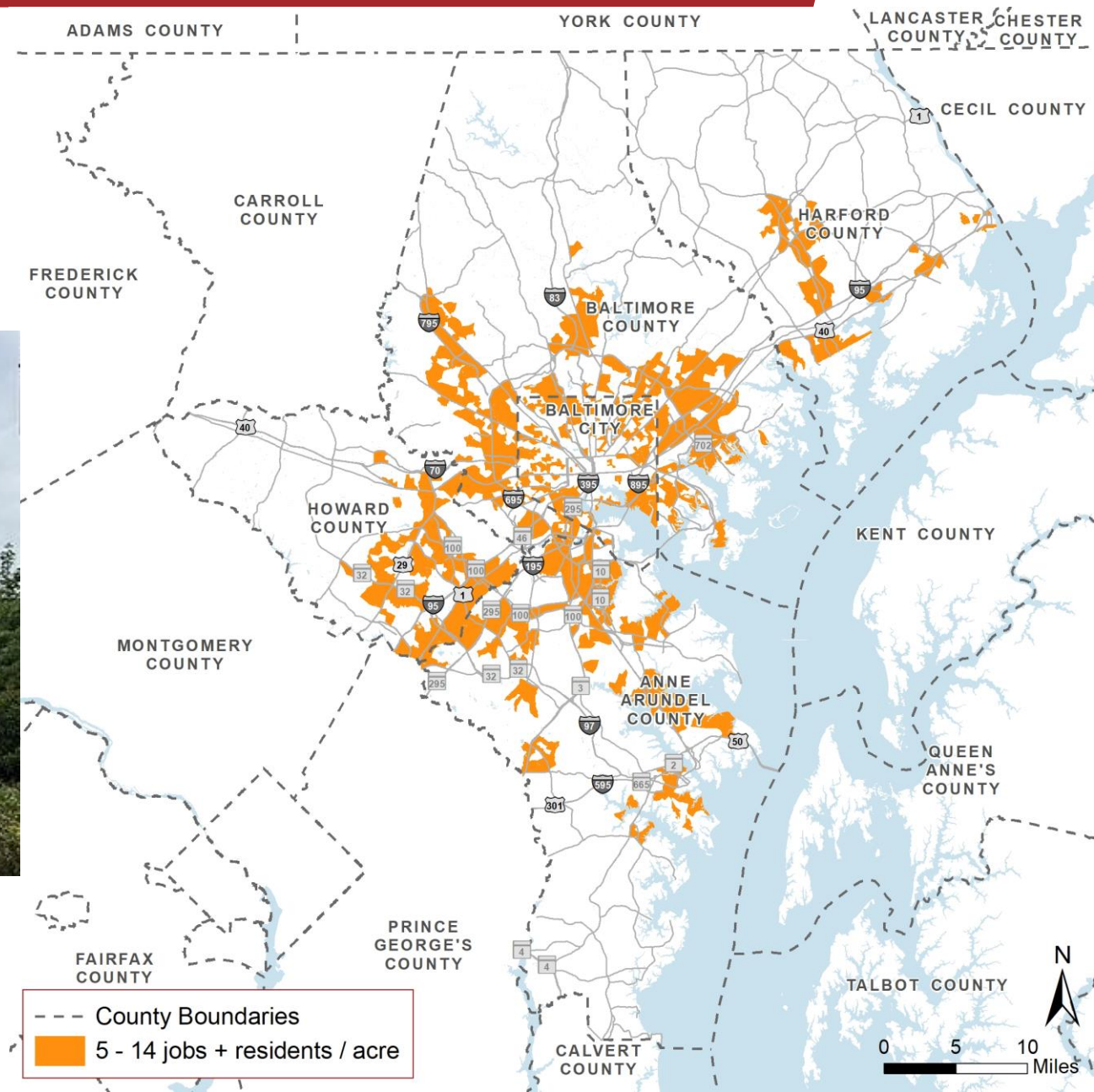
Transit-Supportive Densities

Job + Population Densities:

- 5-14 jobs + residents / acre: justifies headways of 60 minutes or less

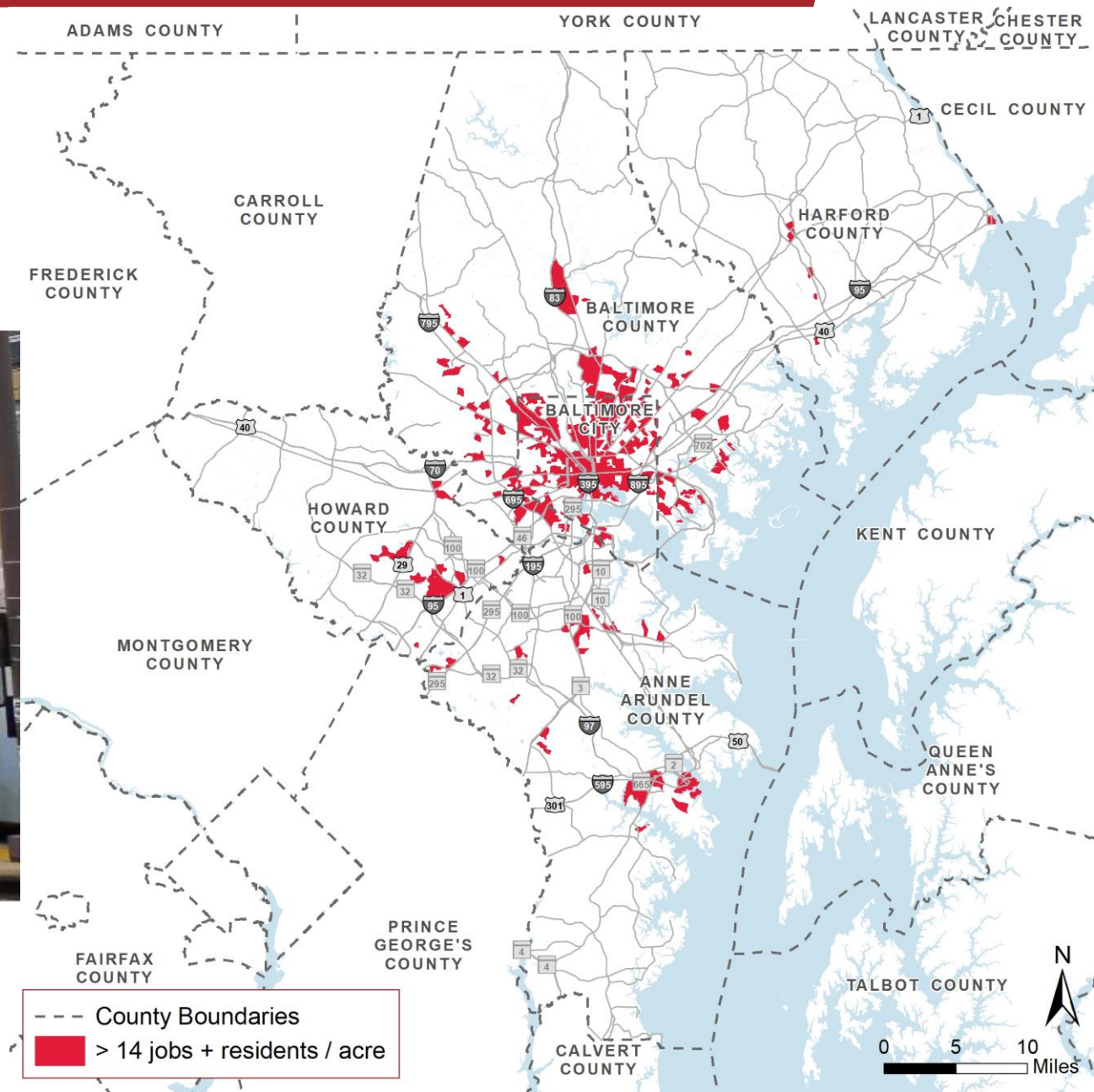Connecting Our Future
A Regional Transit Plan for Central Maryland

Transit-Supportive Densities

Job + Population Densities:

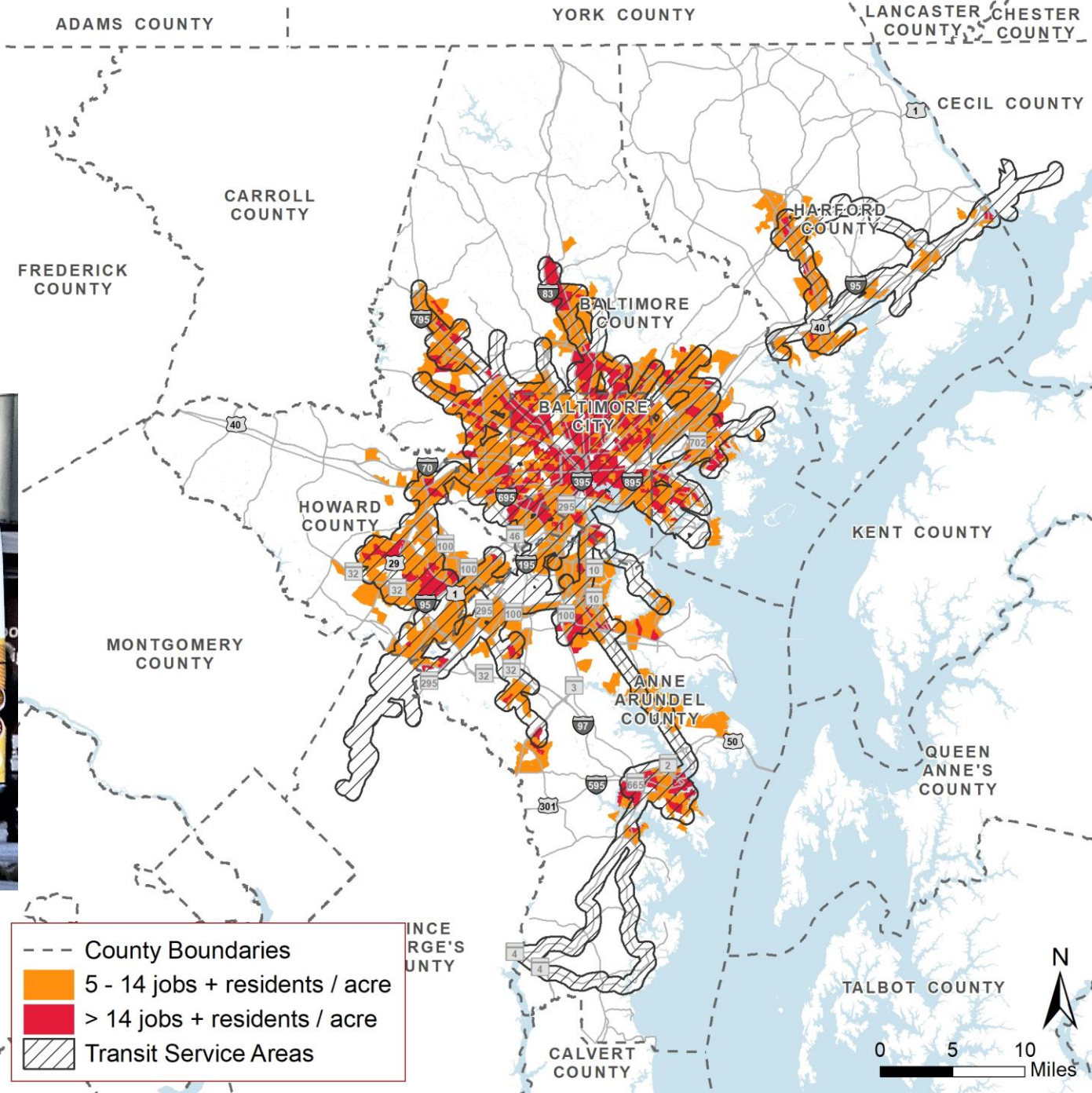- **14+ jobs + residents / acre**: justifies frequent and high-capacity transit

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A Regional Transit Plan for Central Maryland

Legend:
- - - County Boundaries
- ▉ > 14 jobs + residents / acre

Transit-Supportive Densities

Job + Population Densities:

- Most areas of moderate and high density are served by transit today

Legend:
- - - County Boundaries
- 5 - 14 jobs + residents / acre
- > 14 jobs + residents / acre
- Transit Service Areas

0   5   10 Miles

Connecting Our Future
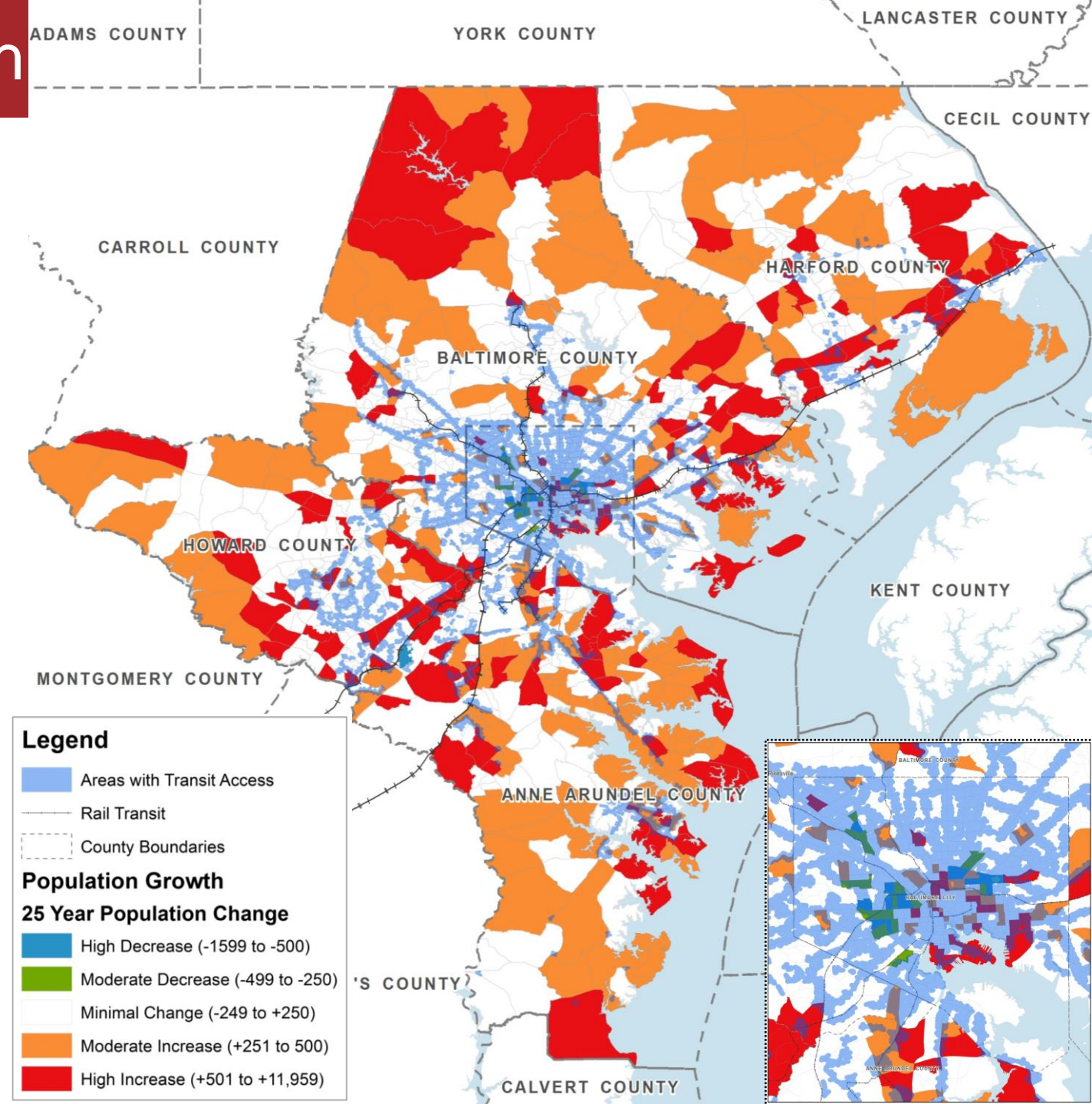A Regional Transit Plan for Central Maryland

Projected Population Growth

In 2016….

- 40% of the region's population of 2.55 million people lived in transit-served places

By 2045…

- Our region is forecast to grow by nearly 300,000 people

- Most of the residential growth (55%) is forecast to occur outside of areas currently served by transit

Legend

- Areas with Transit Access
- Rail Transit
- County Boundaries

Population Growth
25 Year Population Change

- High Decrease (-1599 to -500)
- Moderate Decrease (-499 to -250)
- Minimal Change (-249 to +250)
- Moderate Increase (+251 to 500)
- High Increase (+501 to +11,959)

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A Regional Transit Plan for Central Maryland

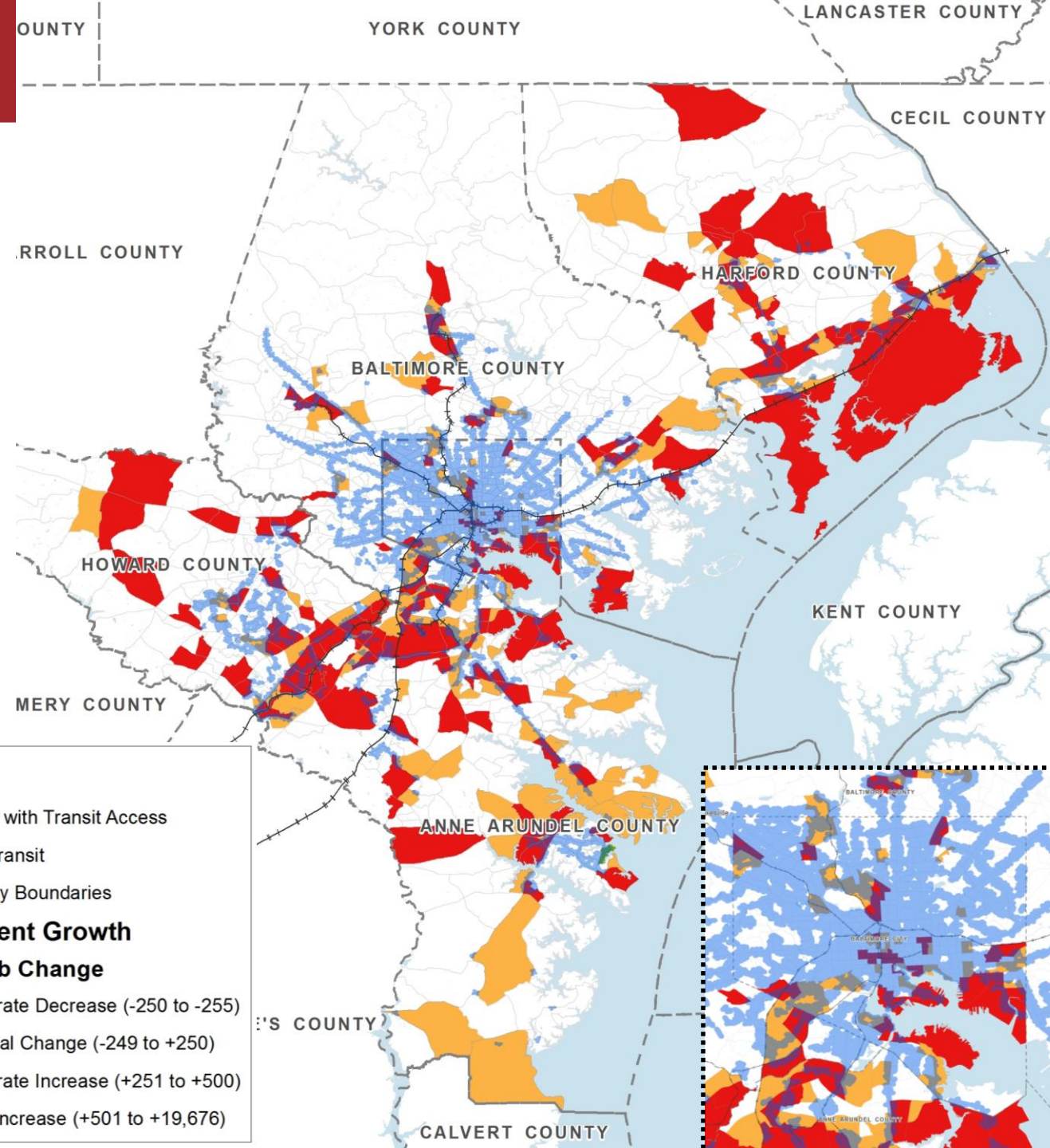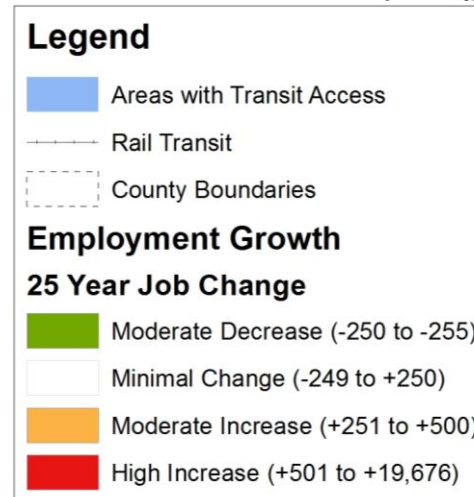# Projected Employment Growth

In 2016….

- 50% of the region's 1.24 million jobs were served by existing transit

By 2045…

- Our region is forecast to grow by nearly 440,000 jobs

- While most jobs will be in today's transit-served areas, a large percent (46%) will not be reachable by existing transit

Legend

�(blue)	Areas with Transit Access
—+—	Rail Transit
⌐ ⌐	County Boundaries

Employment Growth

25 Year Job Change

▮ (green)	Moderate Decrease (-250 to -255)
▢ (white)	Minimal Change (-249 to +250)
▮ (orange)	Moderate Increase (+251 to +500)
▮ (red)	High Increase (+501 to +19,676)

Connecting Our Future
A Regional Transit Plan for Central Maryland

Transit-Supportive Market Potential

Demand for transit-served places is increasing due to:

- Smaller household sizes

- Aging population of active adults preferring alternatives to driving

- Low worker wages in key economic sectors

- Health- and environment-conscious consumers

- Businesses attracting workers

- AARP reports 71% of senior households prefer to live within walking distance of transit

- Our region's senior population is expected to increase by 33% in 25 years

- Seniors will represent a larger share (20%) of the total population

Connecting Our Future
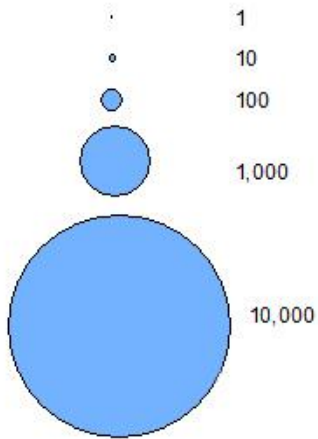A Regional Transit Plan for Central Maryland

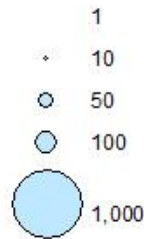# Rail Access to Jobs along the York Road Corridor

An estimated 50,800 jobs are located north of I-695

- Approximately 40,000 are within walking distance of York Road

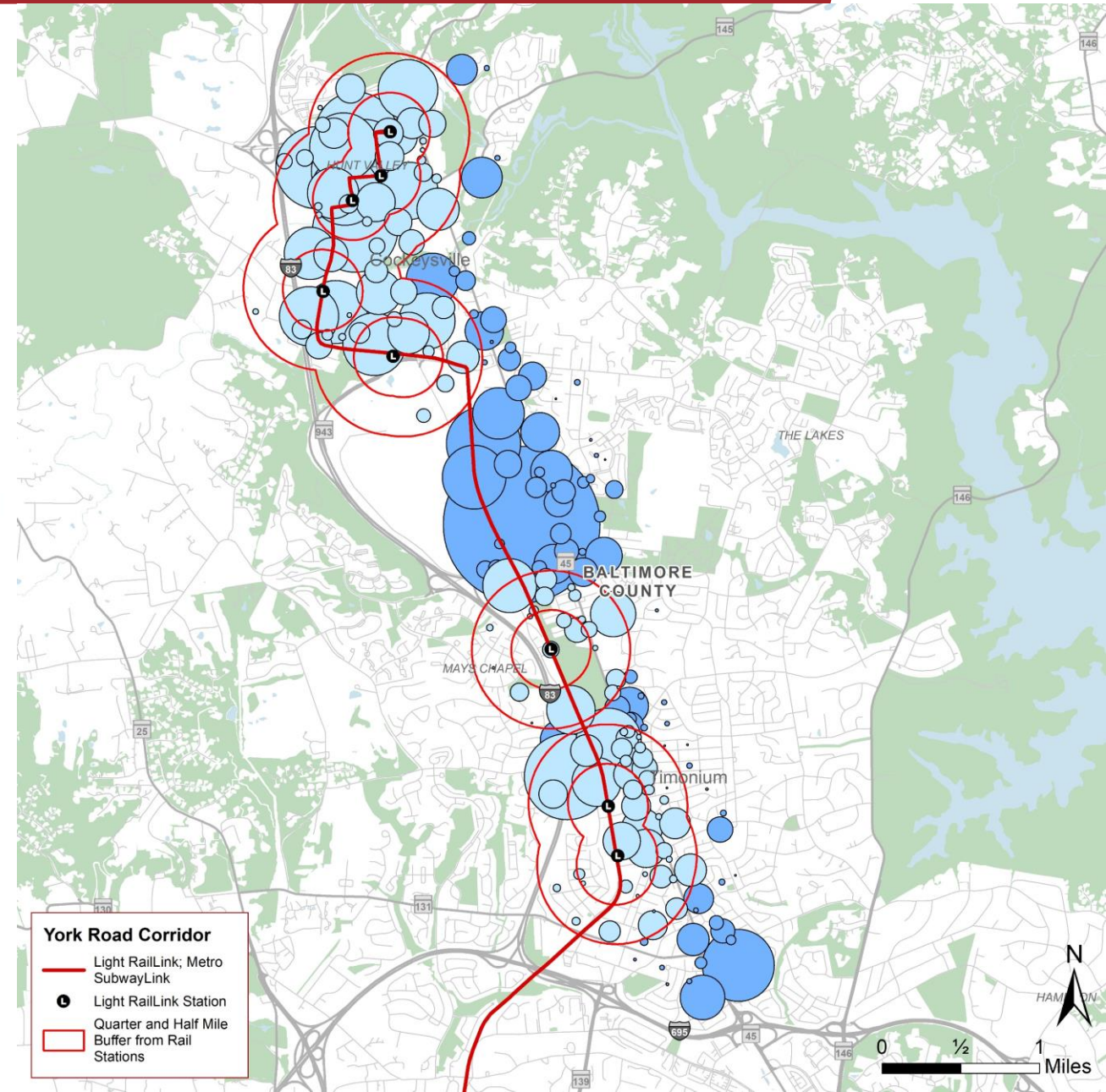- About 32,500 lie within the ½-mile Light RailLink station "walkshed"

Number of Jobs Outside Rail Access Area

·	1
•	10
○	100
◯	1,000
◯	10,000

Number of Jobs Inside Rail Access Area

·	1
·	10
○	50
◯	100
◯	1,000

Connecting Our Future
A Regional Transit Plan for Central Maryland

York Road Corridor

— Light RailLink; Metro SubwayLink

Ⓛ Light RailLink Station

▭ Quarter and Half Mile Buffer from Rail Stations

0   ½   1
Miles

N

PENN-NORTH METRO SUBWAYLINK STATION

Penn-North Metro SubwayLink Station is well-integrated within a walkable street grid, short block lengths, few physical barriers, and a diverse array of destinations

- Many residences

- Businesses along arterial streets

- Churches, schools, and Enoch Pratt Library Branch

- Recreation at Druid Lake Park

½ Mile Radius

¼ Mile Radius

— ¼ Mile Walk Distance
— ½ Mile Walk Distance
— Pedestrian Barrier
☐ Station Area

Connecting Our Future
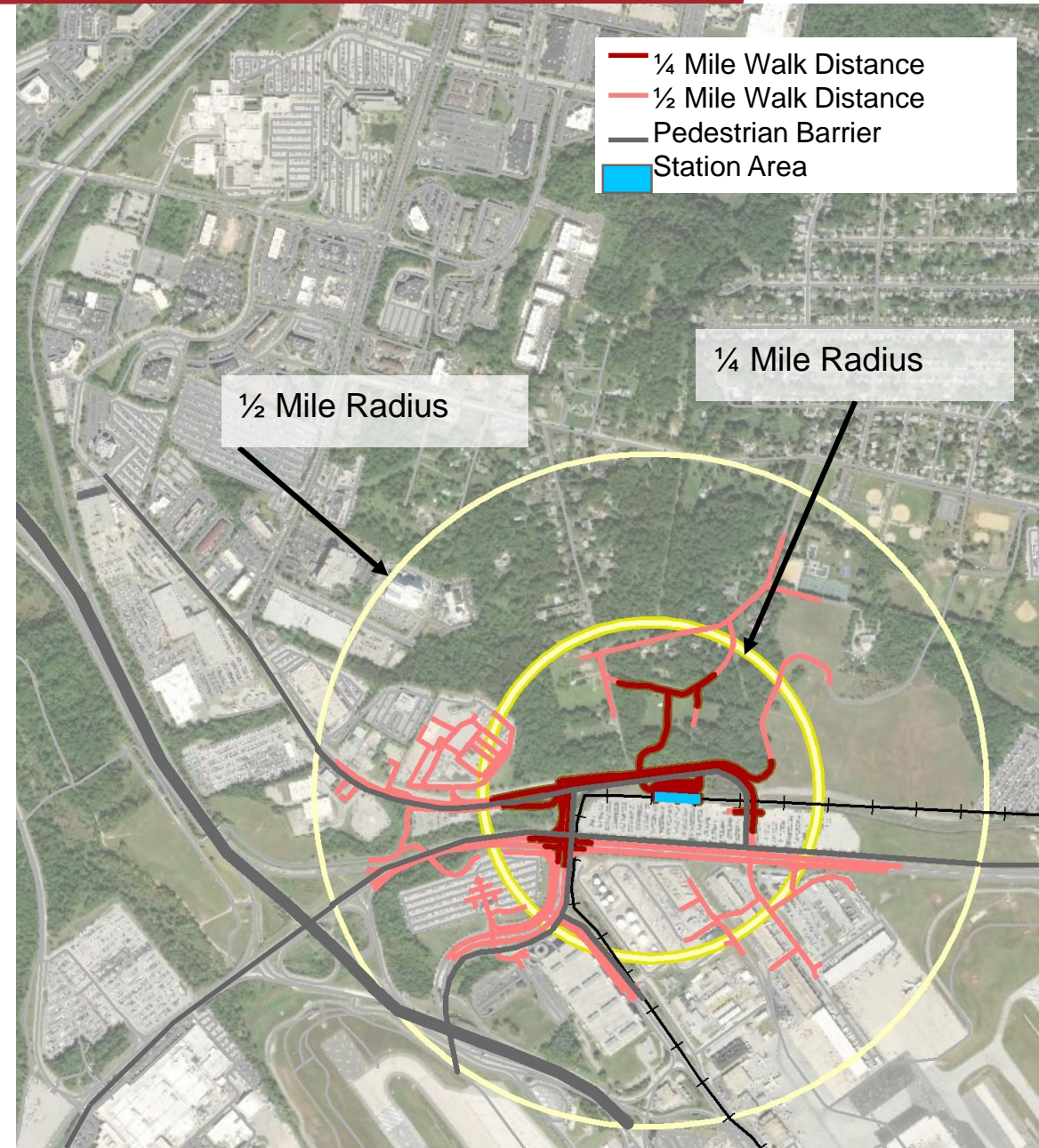A Regional Transit Plan for Central Maryland

# Walking Access to Transit

BWI BUSINESS PARK LIGHT RAILLINK

Most BWI Business Park workplaces are beyond a ½-mile walk and the street network and physical barriers limit Light RailLink access for workers

Connecting Our Future
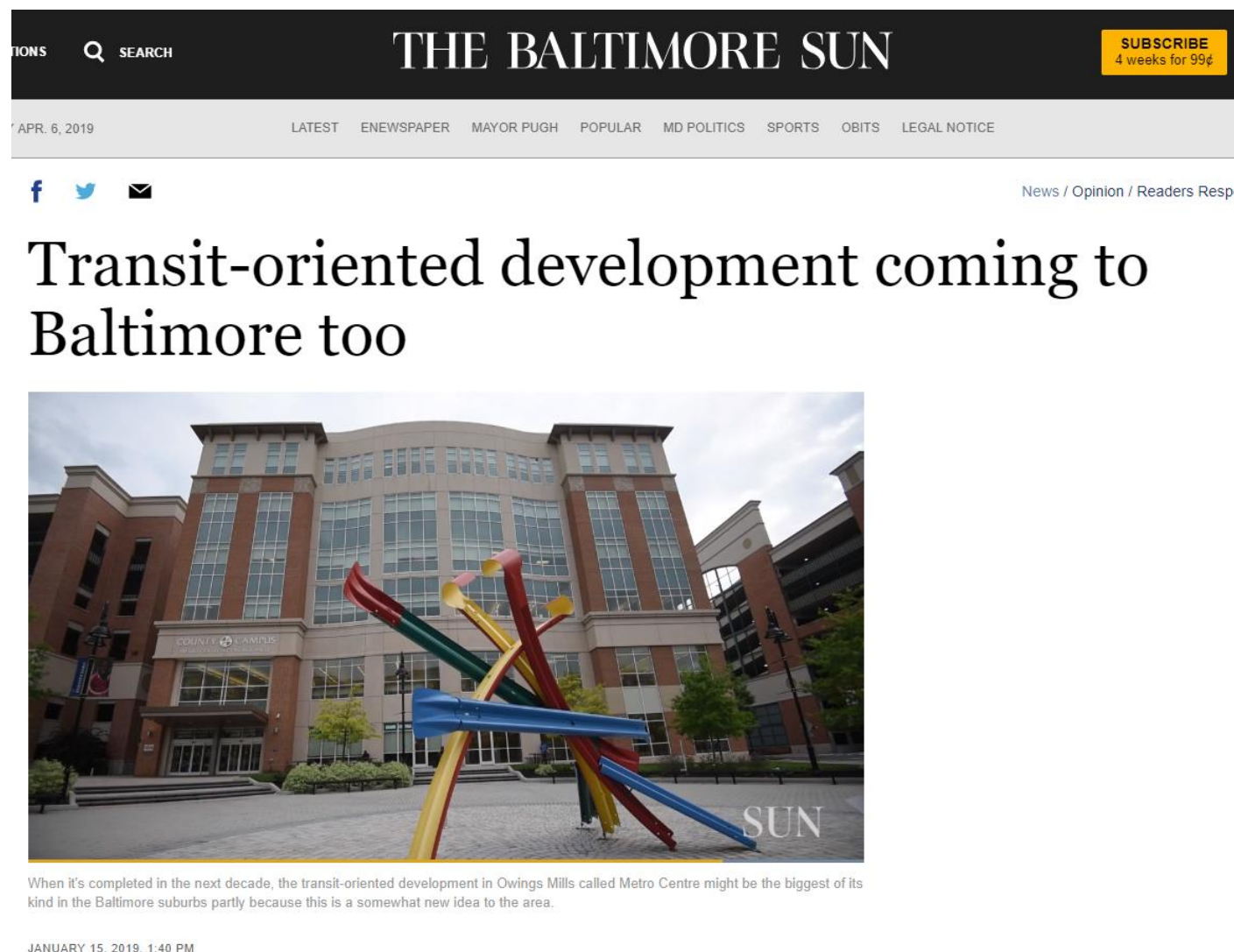A Regional Transit Plan for Central Maryland

OWINGS MILLS METROLINK STATION

- Owings Mills MetroLink Station is one of two routes connecting both sides of I-795, a major pedestrian barrier

- New transit-oriented mixed-use development lies within ½ mile walk

Connecting Our Future
A Regional Transit Plan for Central Maryland

103
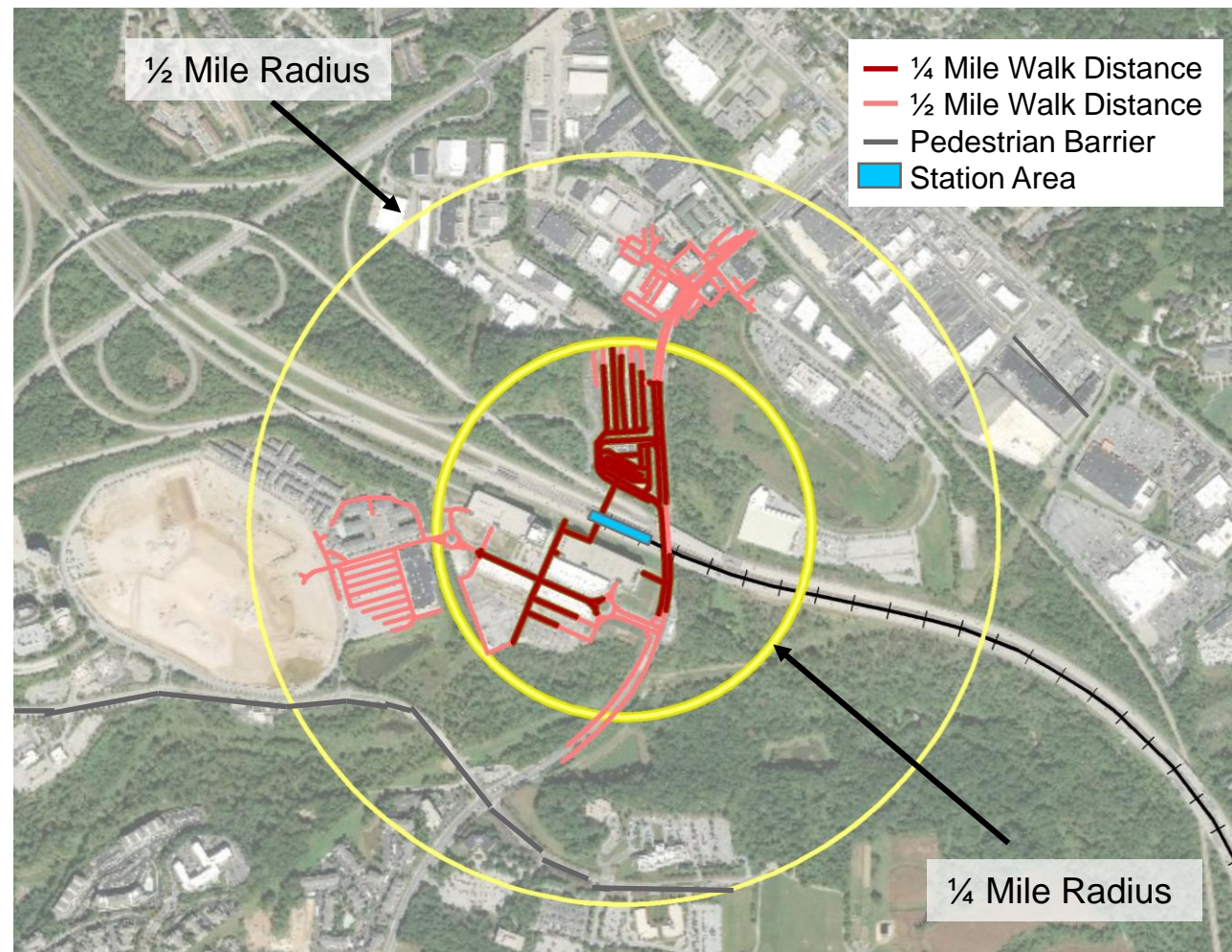
Transit-Supportive Planning

- **Considers housing, jobs, and transportation together**

- **Benefits of integrated planning approach:**

  - Improves access to jobs

  - Lowers commute time and transportation costs

  - Coordinating zoning and transit investment creates opportunities for transit to succeed

When it's completed in the next decade, the transit-oriented development in Owings Mills called Metro Centre might be the biggest of its kind in the Baltimore suburbs partly because this is a somewhat new idea to the area.

JANUARY 15, 2019, 1:40 PM

Connecting Our Future
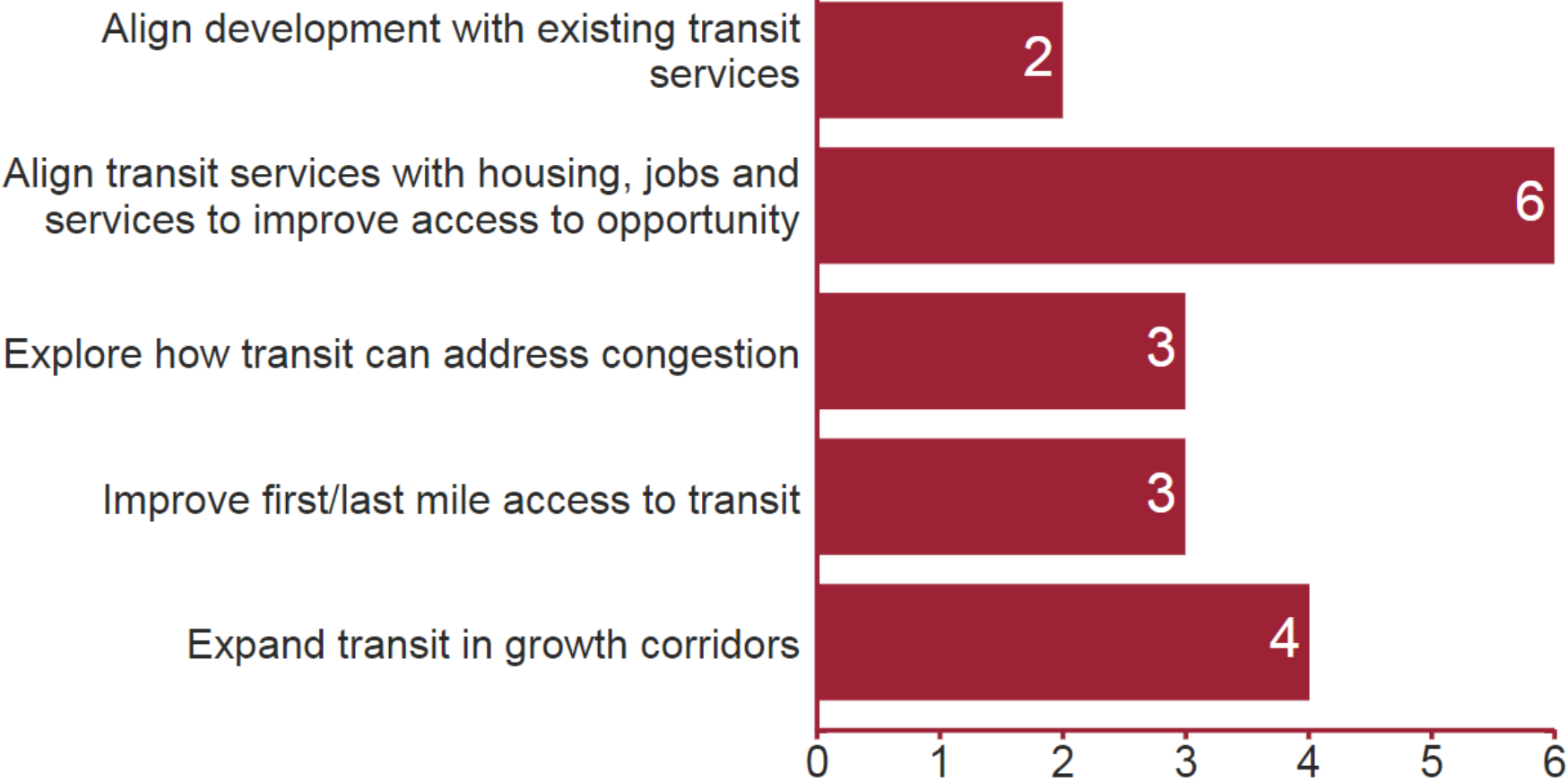A Regional Transit Plan for Central Maryland

KEY TAKEAWAYS

- Transit serves most moderate- and high-density areas across the region

- Based on current land use plans, approximately half of new jobs and residents in 2045 will not be in areas currently served by transit

- Walk access to transit varies significantly throughout our region

- Transit-supportive planning maximizes the benefits of transit investments both for existing land use and future growth

Connecting Our Future
A Regional Transit Plan for Central Maryland

Which of the following are most important for the plan to address? (Select up to two answers)

Category	Value
Align development with existing transit services	2
Align transit services with housing, jobs and services to improve access to opportunity	6
Explore how transit can address congestion	3
Improve first/last mile access to transit	3
Expand transit in growth corridors	4

PROPOSED PUBLIC INVOLVEMENT

Teddy Krolik, Chief of Engagement
Maryland Department of Transportation
Maryland Transit Administration

- **Participate in developing the Plan's goals**

- **Participate in developing a meaningful public involvement strategy**

- Provide a regional view

- Foster multi-jurisdictional buy-in

Connecting Our Future
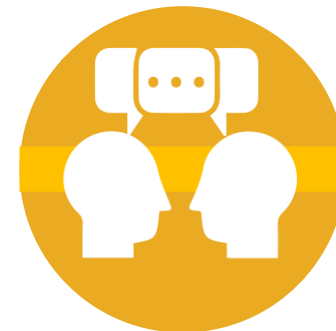A Regional Transit Plan for Central Maryland

Public Outreach

Maximize the number of people who hear the message:

- Where and how are the best ways to reach people?
- What technical terms need to be explained?

Public Engagement

Identify the topics that people care about and have knowledge to contribute:

- When is the right time to involve participants?
- Which perspectives are critical to include but are often missing?

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A Regional Transit Plan for Central Maryland

Guiding Principles for Public Involvement
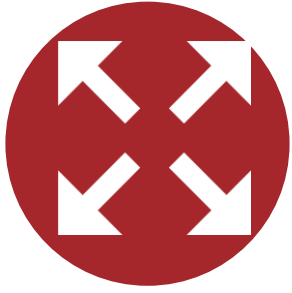
BROAD
Expand participants' perspectives toward future opportunities

STRATEGIC
Leverage data to create representative samples

AUTHENTIC
Present a vision that accurately reflects a wide variety of experiences

Connecting Our Future
A Regional Transit Plan for Central Maryland

Public Involvement Methods

MAKE IT EASY

Meet people where they are

MAKE IT INTERACTIVE

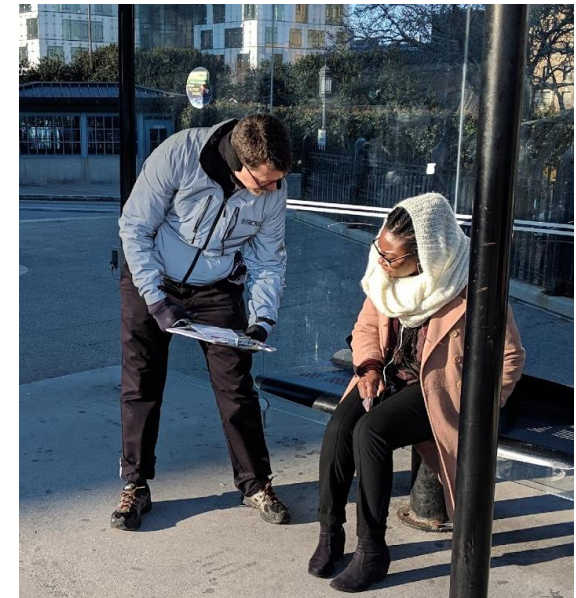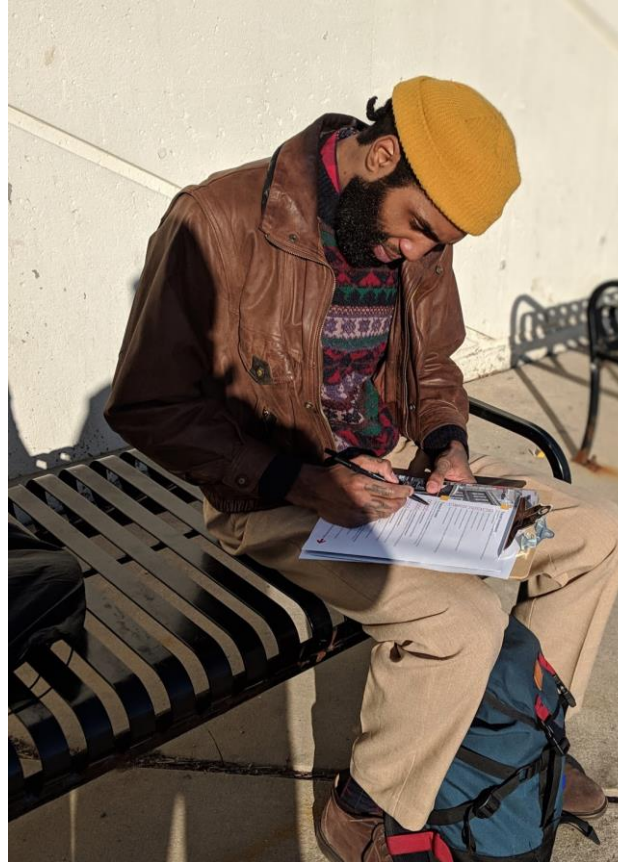Create experiences where people can connect directly with RTP staff

MAKE IT COMPREHENSIVE

Use both high-tech and low-tech resources to share all relevant information

Connecting Our Future
A Regional Transit Plan for Central Maryland

Public Involvement Methods: Make It Easy

Meet people where they are

- Pop-ups
    - Transit stations
    - Shopping malls
    - Libraries
- Community events
    - Fairs and festivals
    - Farmers markets

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Create experiences where people can connect directly with RTP staff

- Regional Open Houses

- Commission meetings

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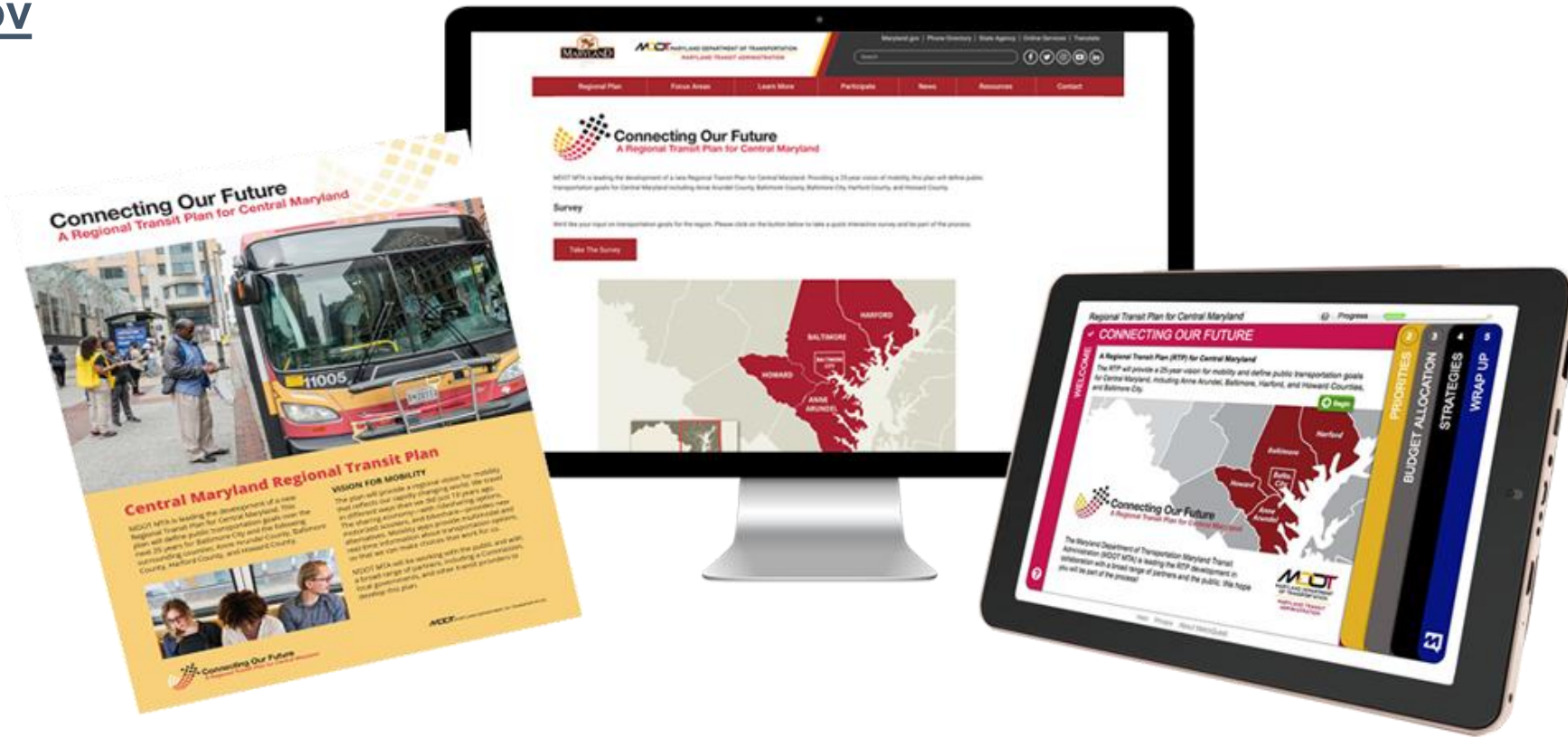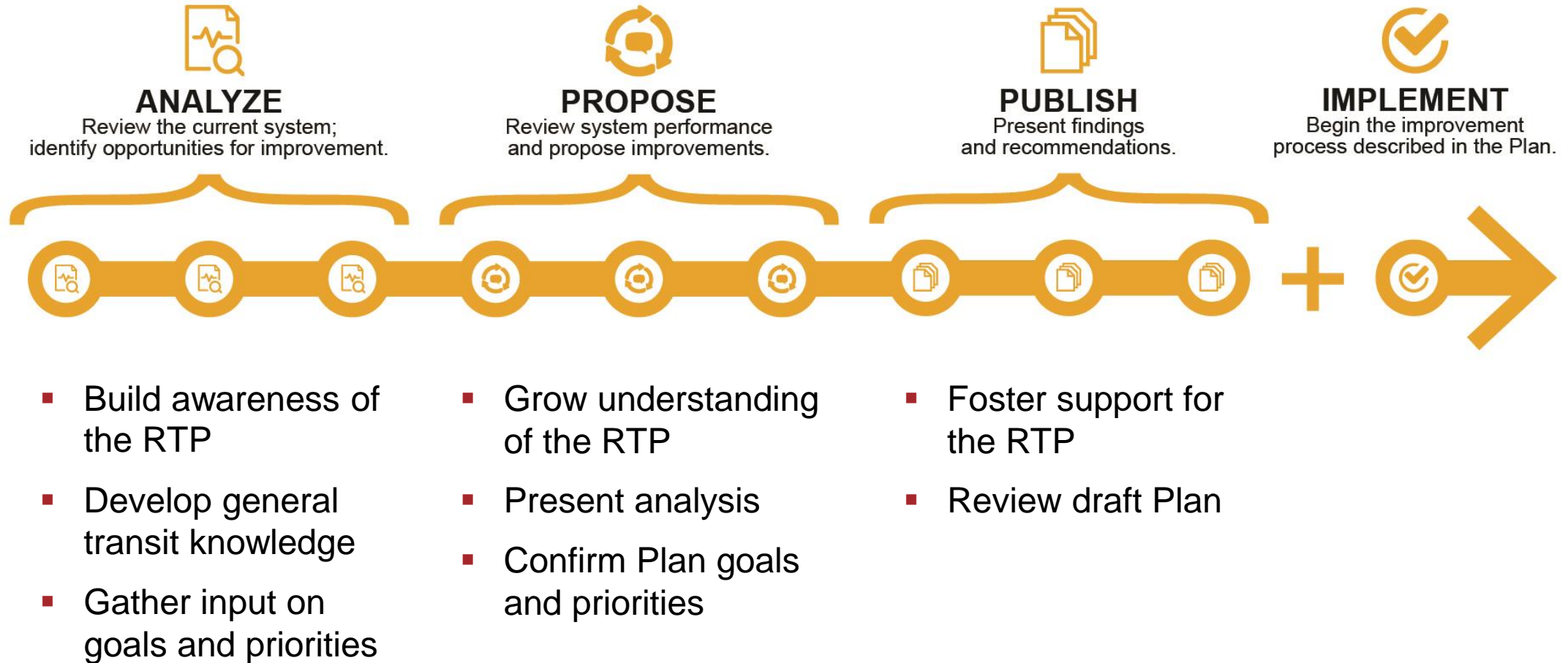**A Regional Transit Plan for Central Maryland**

Public Involvement Methods: Make It Comprehensive

Use both high-tech and low-tech resources to share information

- RTP website:
  www.rtp.mta.maryland.gov

- RTP survey:
  www.rtp.metroquest.com

- RTP phone line:
  (443) 475-0697

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Public Engagement Approach

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.

- Build awareness of the RTP
- Develop general transit knowledge
- Gather input on goals and priorities

- Grow understanding of the RTP
- Present analysis
- Confirm Plan goals and priorities

- Foster support for the RTP
- Review draft Plan

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POP-UP EVENTS COMPLETED

2/25	Anne Arundel County: Cromwell Light Rail
3/6	Baltimore City: Penn Station
3/22	Baltimore City: Mondawmin Metro
3/28	Baltimore County: Owings Mills Metro
4/11	Howard County: Miller Library Branch
4/17	Baltimore City: Sustainability Open House
4/18	Baltimore City: Northwood Library
4/19	Harford County: Harford Mall
4/23	Baltimore County: North Point Library

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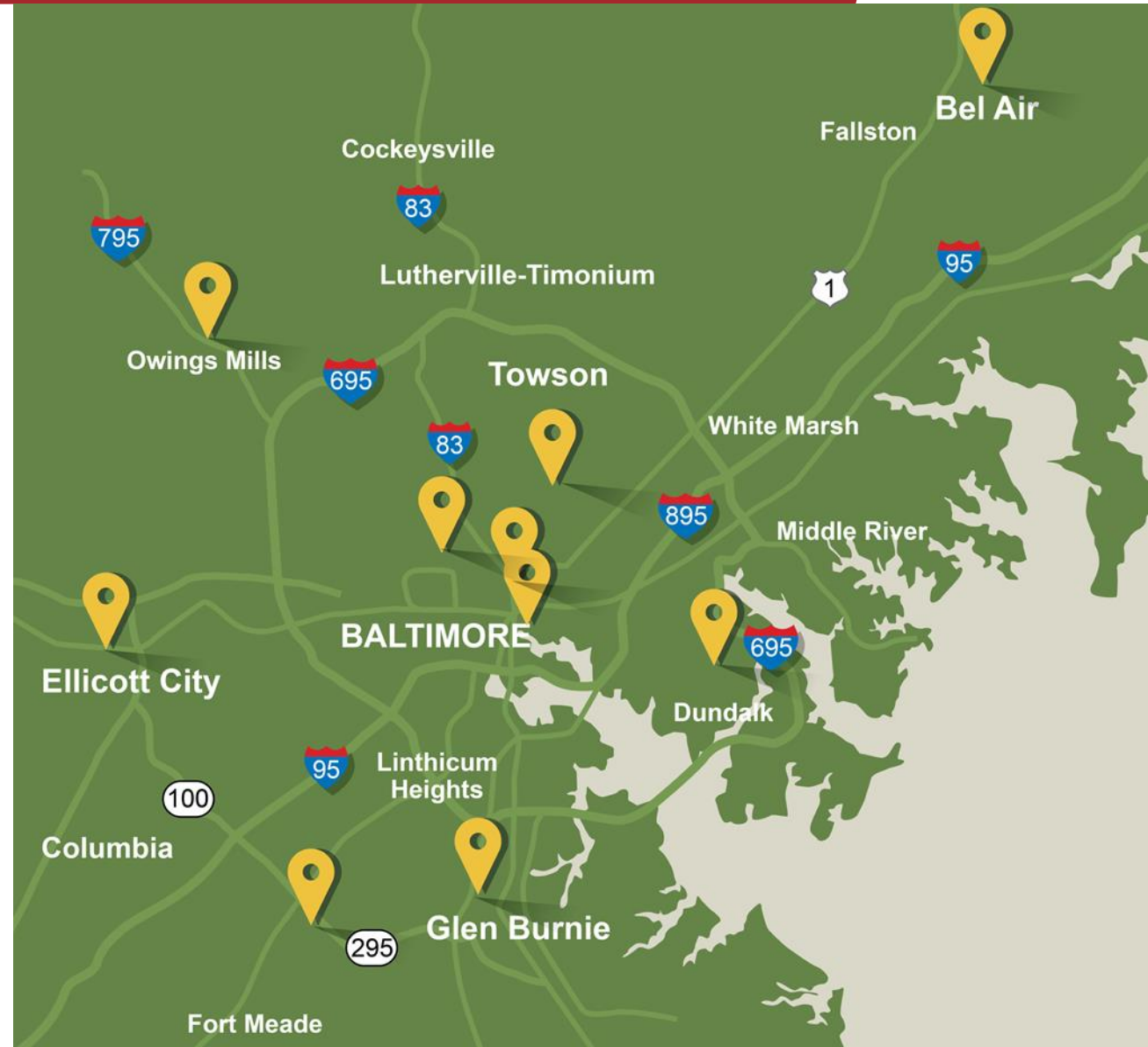
Upcoming Open House Meetings

- **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

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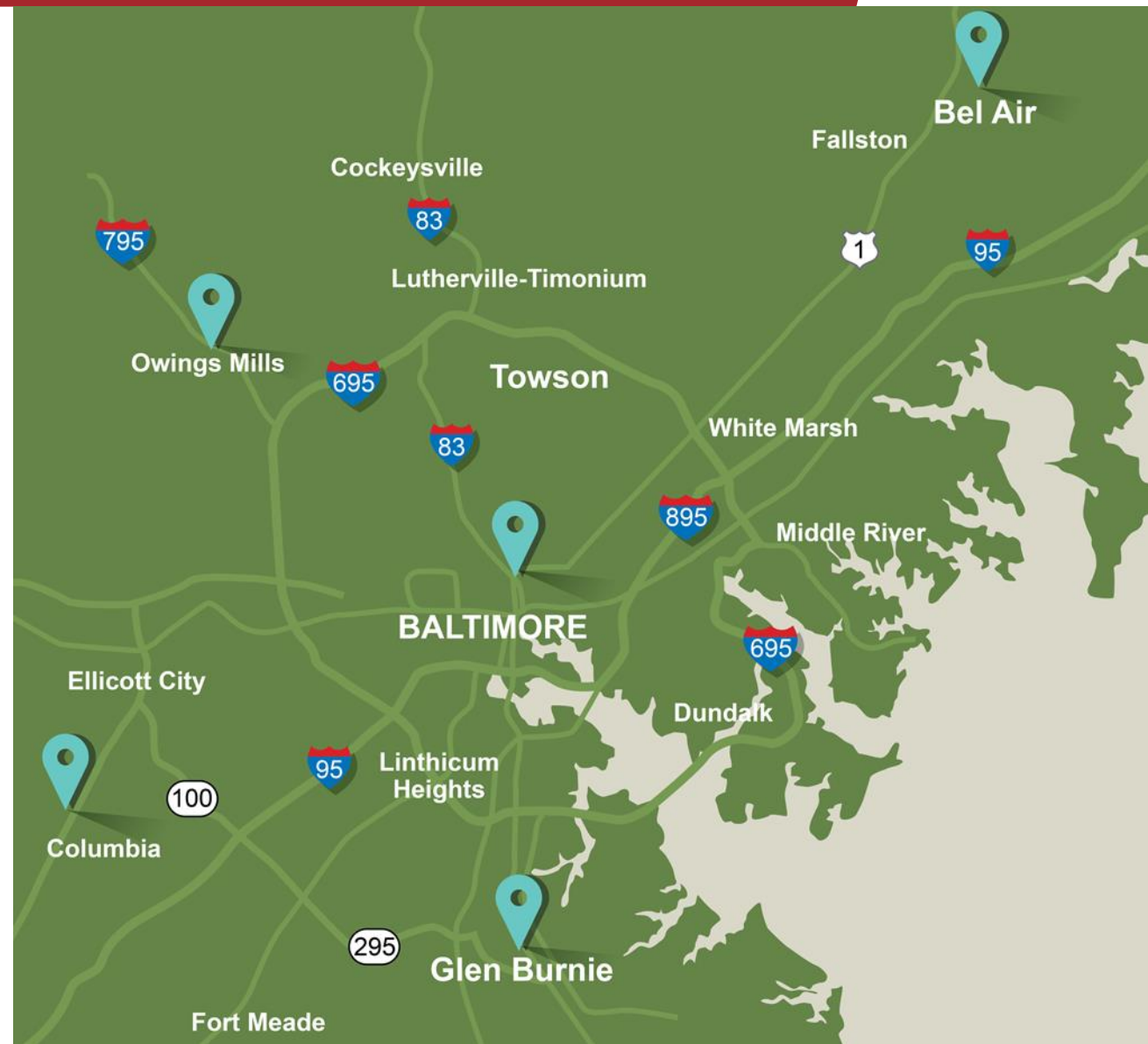
Planned Summer Engagement

- Pop-up events
  - Libraries
  - Community festivals
  - Farmers markets
- Business organizations
- Private transit providers
- Advocacy organizations
- Updated website
- New survey topics

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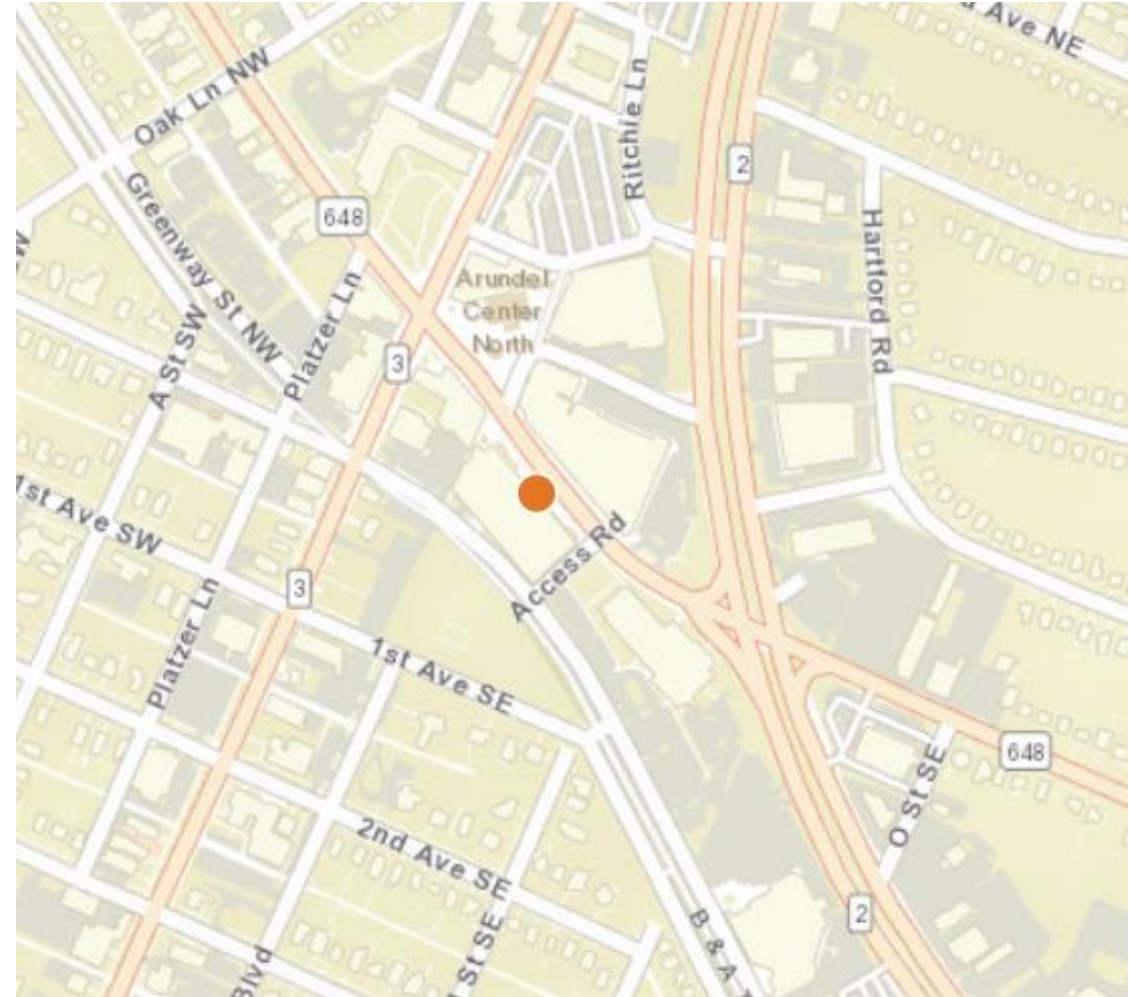A Regional Transit Plan for Central Maryland

NEXT STEPS

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

Next Steps

Next Commission meeting will be
Wednesday, June 26, 2019

Henry L. Hein Public Service Building - Auditorium

7480 Baltimore Annapolis Boulevard

Glen Burnie, MD 21061

9:00 AM to 12:00 PM

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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

September 2020 — Review and Publish Final Plan

NEXT: IMPLEMENT
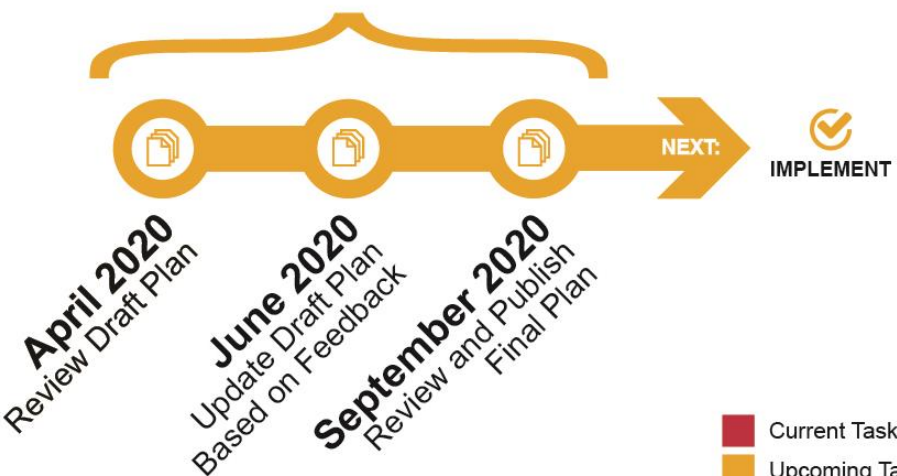
Current Task
Upcoming Task
Completed Task

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CLOSE

Mike Kelly, Executive Director
Baltimore Metropolitan Council