

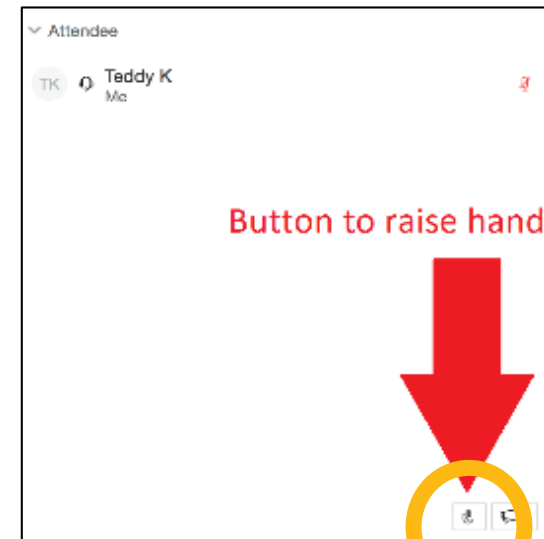
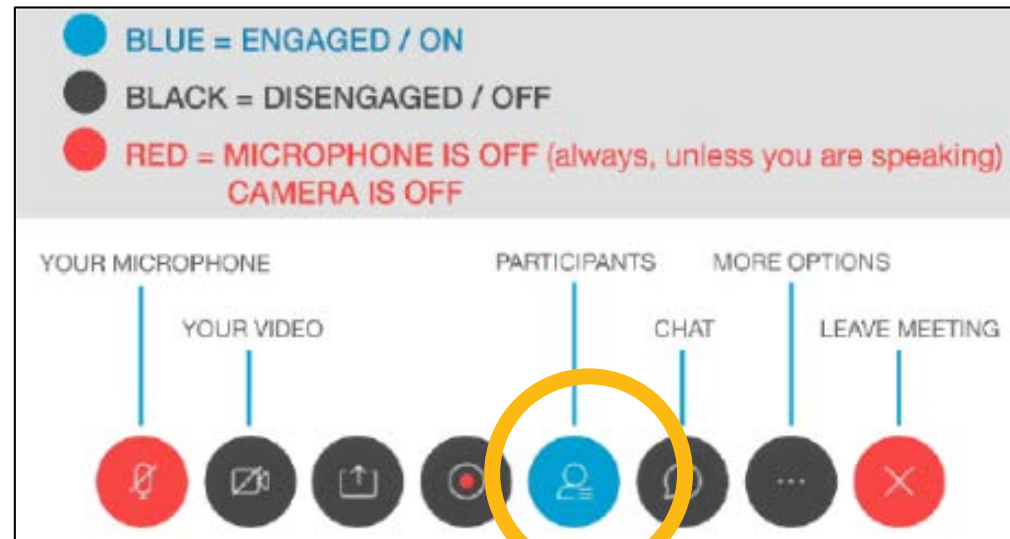
Welcome!

- Today's meeting is being held “virtually” – this is new to everyone, so bear with us!
- To limit background noise, **all attendees will be muted**
- **For closed captioning go to rtp.mta.maryland.gov/cc**



Welcome!

- **If you would like to testify and you did not sign up in advance, “raise your hand”** anytime between now and the beginning of Public Comment to sign up
 - Click on the participants icon in the center of your toolbar (found by hovering your mouse over the bottom of the screen).
 - This will open a panel on the right-hand side of your screen with the names of all Panelists and Attendees. Go to the bottom right hand corner and click the "Raise Hand" icon:



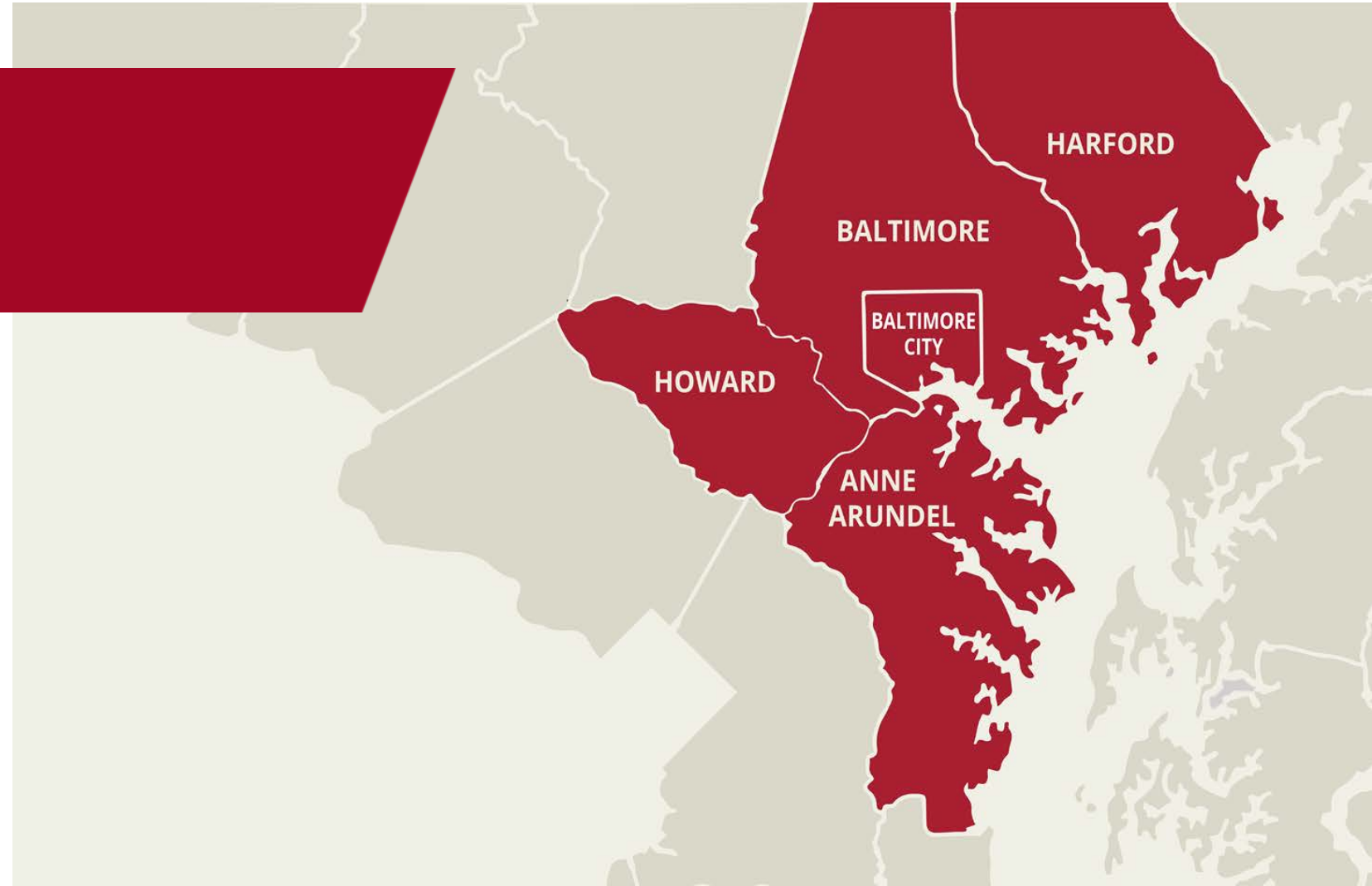


Connecting Our Future

A Regional Transit Plan for Central Maryland

COMMISSION MEETING # 8

Virtual Meeting
September 17, 2020





WELCOME

Elisabeth Sachs
Ex Officio RTP Commission Chair



JUNE MEETING MINUTES REVIEW

Elisabeth Sachs
Ex Officio RTP Commission Chair



MEETING AGENDA

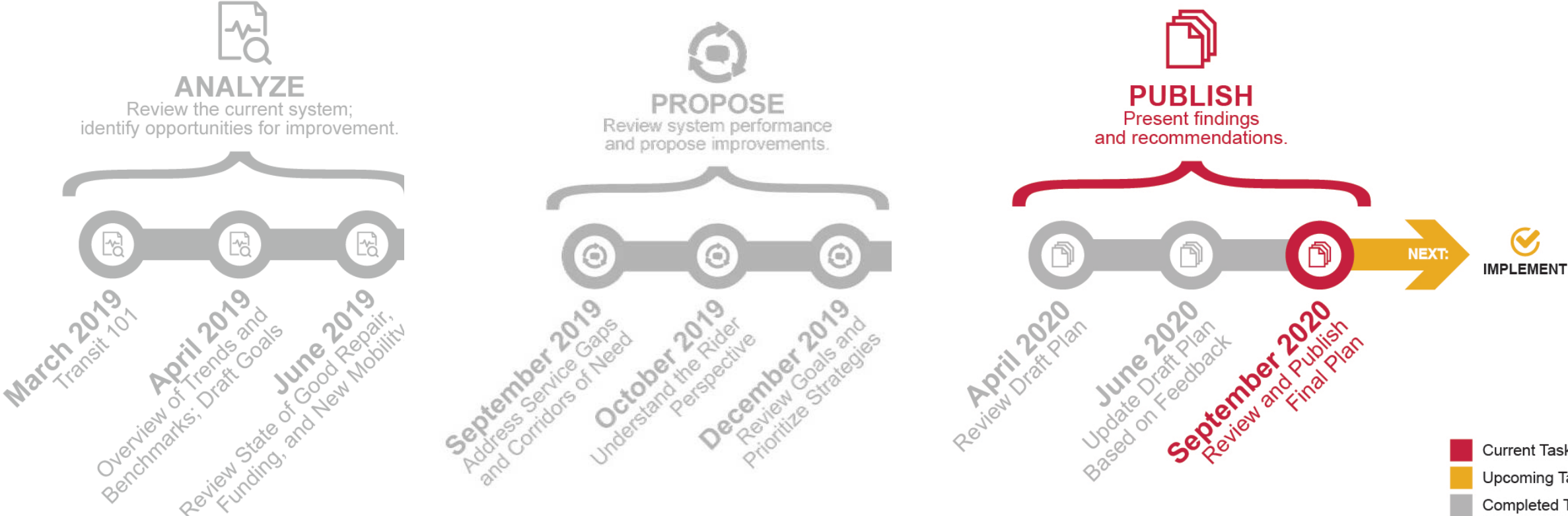
- Introduction & Finalizing the Plan
- Public Comment
- Public Involvement Recap
- Implementation Team & Next Steps



INTRODUCTION & FINALIZING THE PLAN

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

Plan Development Schedule



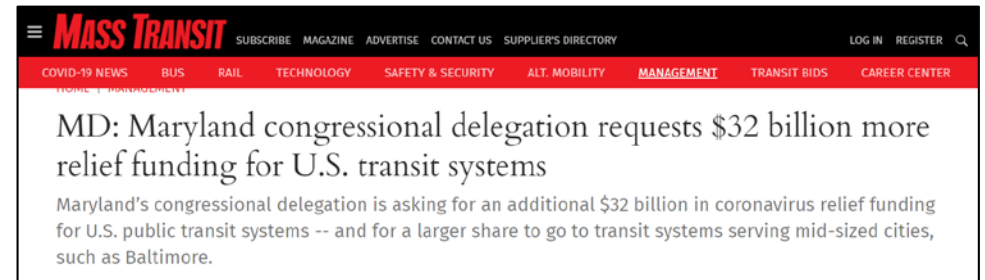
Today's Focus

- Provide a recap of public involvement activities and outcomes
- Lay out next steps to finalize and submit the Plan to the General Assembly
- Identify expectations and next steps to advance the Plan under the guidance of the Implementation Team

This meeting presents outcomes from public outreach and Commission member input to produce the final Plan, as well as next steps toward implementation.

MDOT Revenues Overview

- Transit Agencies nationwide are facing service reductions due to revenue impacts
- COVID-19 has resulted in a major decline of Marylanders' use of transportation services resulting in a major decline of revenues to the Transportation Trust Fund (TTF)
- Early estimates show a revenue decline of \$550 million for FY20 and between \$490 to \$560 million for FY21



N.Y. Subway, Facing a \$16 Billion Deficit, Plans for Deep Cuts

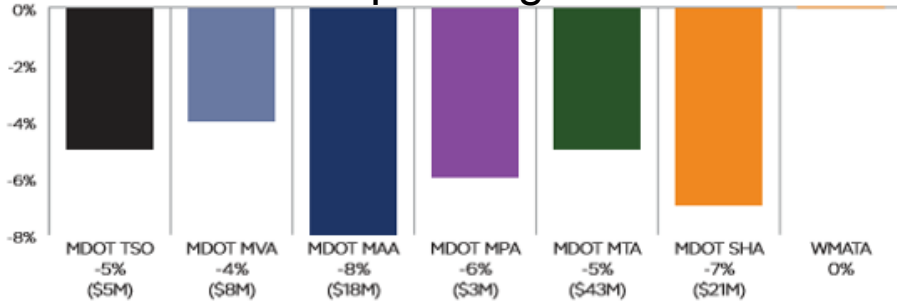
Public Transit Officials Fear Virus Could Send Systems Into 'Death Spiral'

MDOT Budget Overview

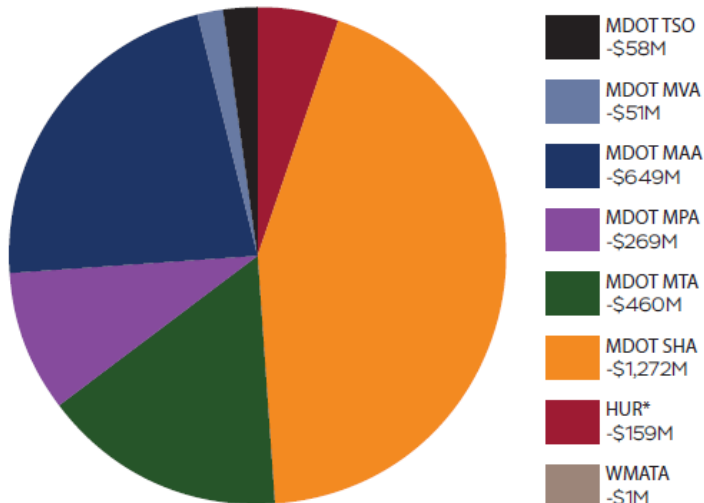
- COVID-19 has resulted in a major decline of Marylanders' use of transportation services resulting in a major decline of revenues to the Transportation Trust Fund
- Early estimates show a revenue decline of \$550 million for FY20 and between \$490 to \$560 million for FY21
 - The FY20 funding gap was covered by CARES Act funding, spending reductions, and MDOT's reserve fund
 - MDOT MTA received \$392M in CARES Act funding that has been critical to maintaining service for essential employees throughout the COVID-19 pandemic
 - CARES Act funding will be fully expended by September 2020
- FY21 will require MDOT to reduce its operating budget by \$98 million and reduce the FY21-26 capital budget by \$1.9 billion

MDOT MTA Budget Impacts

MDOT-wide Operating Reductions



MDOT-wide Capital Declines



*Reduction based on statutory formula. Allocations and distribution percentages are preserved.

- The COVID-19 pandemic resulted in an additional \$27M in unanticipated operating expenses to provide additional cleaning, PPE, and other safety measures due COVID-19 that were not included in MDOT MTA's approved budget.
- In order to meet budget reductions, MDOT MTA needs to reduce its approved FY21 operations budget by \$43 million and FY21-26 capital budget by \$150 million.
- Combined with MDOT MTA's additional COVID-19 spending increases, this results in a total operating budget reduction of \$70M
- The proposed service plan resulting from these unprecedented revenue reductions reflects a priority to maintain service for those who depend on it the most

Service Plan Approach

- MDOT MTA's service plan approach focuses on meeting the budgetary challenges faced by the State while also:
 - Maintaining high-quality, frequent service on high ridership routes
 - Reducing redundant service
 - Altering routes to maintain as much coverage as possible
- Rather than system-wide cuts, which would result in infrequent, unreliable service to all riders, this approach:
 - Maintains frequent service on our most frequently utilized routes and on those that have continued to see strong ridership during the Covid-19 crisis
- This approach ensures that transit is available and reliable for those that depend on it

Service Plan Approach

- Data-driven decision-making
 - Ridership trends before and during the COVID-19 crisis
 - Key travel and demographic data
 - Limit overcrowding
- Construct an equitable plan
 - Provide transit service to those who depend on it
 - System will become more focused on serving Baltimore City and major job centers, with fewer suburban routes coming into the City
- Avoid employee layoffs



Improve
service quality
& reliability



Maximize
access to high
frequency transit



Strengthen
connections
between MTA's
bus & rail routes



Align
the network with
existing & emerging
job centers



Engage
riders, employees,
communities, & elected
officials in the
planning process

Service Proposal Methodology

THE 5 ELEMENTS BEHIND A SERVICE CHANGE

For every service change, MDOT MTA always analyzes the five elements below. Since all five elements affect each other, MDOT MTA always analyzes them **together** before proposing a change.



PUBLIC COMMENTS

Incorporate feedback from riders and operators.

FREQUENT TRANSIT NETWORK ACCESS

Maintain and expand routes that provide 15-minute or-better service since these routes carry 2/3 of all trips.

For the proposed Winter 2021 service changes, the Frequent Transit Network (FTN) is proposed to expand from the current 18 bus routes to 20 bus routes.

TRANSIT ACCESS

Maintain access to people across the disability spectrum, to hospitals and other essential services, and avoid large geographic gaps in service ("transit deserts").

EFFICIENCY

Analyze routes with low ridership or duplicative service to see if their resources should be shifted to other routes.

EQUITY

Maintain access to riders with high "transit propensity," including low-income, minority, and car-free households.

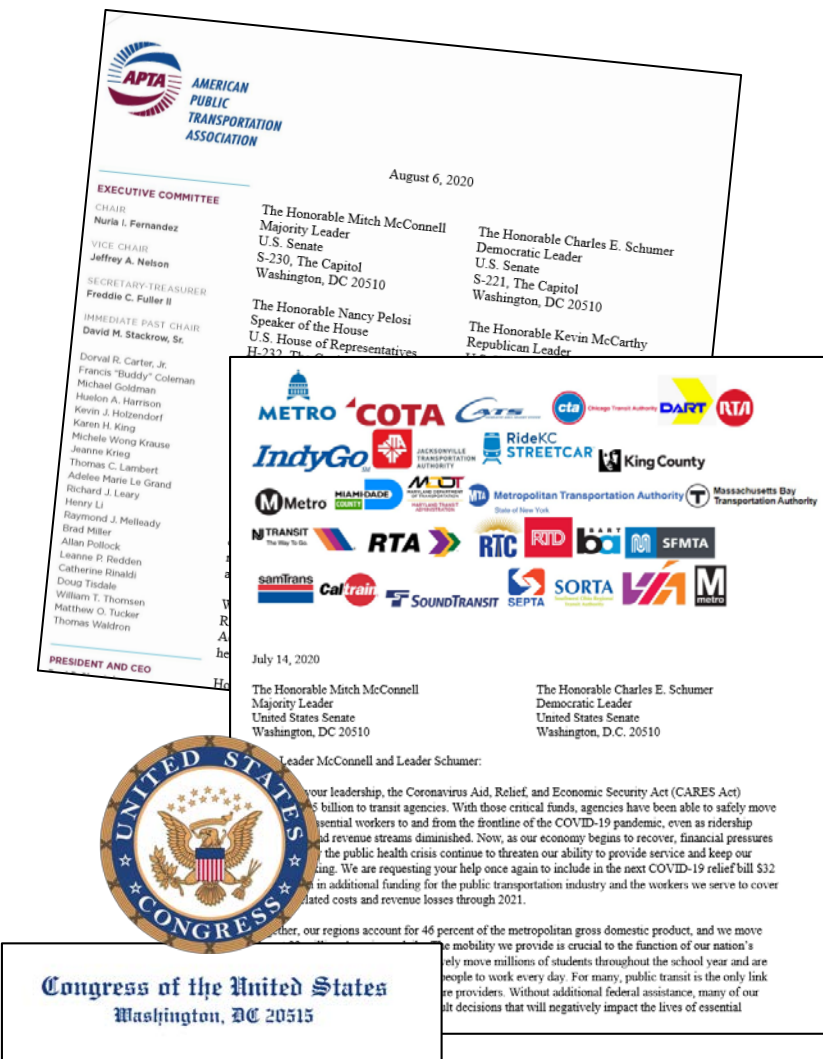
MDOT MTA Advocacy

- MDOT MTA has been an active advocate for additional federal funding for transit including:

- A July 6, 2020 joint letter with 26 other transit CEOs to Congressional leadership requesting funding and highlighting the consequences of failing to provide funding for transit

- An August 6, 2020 joint letter with APTA and 23 other commuter rail CEOs to Congressional leadership requesting additional funding

- Frequent advocacy to the Maryland Congressional delegation urging their support for additional funding for transit



Adjusting Course and Looking to the Future

- MDOT MTA remains committed to advance the Plan.
- RTP Implementation Team already convening to strategically identify Year One activities that match regional priorities to funding availability.

*The RTP is a 25-year plan; we plan on long-term horizons to **account for the unexpected and recover from the unforeseen.***

Final Regional Transit Plan

- Submit Plan to General Assembly by October 1 deadline
- Public Availability of the Plan
 - PDF available on the RTP Website
 - Four technical reports will be posted to the website supporting the Plan
 - Hard copies available upon request
 - Explore putting hard copies in libraries
- Website will transition to focusing on implementation while preserving historic record
 - Record of the Plan's development information
 - Information about Plan implementation activities
 - Dashboard reporting



PUBLIC COMMENT

Public Comment

- We are now closing the sign-up period to provide testimony
- The meeting moderator will announce and unmute individuals one at a time
- Individuals have three minutes to speak; those speaking on behalf of an organization have five minutes to speak
- If you are joining via computer/online and viewing the shared presentation, you will see a one-minute notification, followed by a second slide to alert the speaker that their time has concluded
- Once each speaker has finished their testimony/expended their time, the moderator will re-mute them and advance to the next person

60 SECONDS REMAINING

**NO MORE TIME REMAINING –
PLEASE WRAP UP**





PUBLIC INVOLVEMENT RECAP

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

Public Outreach Efforts & Outcomes

Public participation dramatically strengthened the Regional Transit Plan throughout the 18-month development process

- Variety of engagement tools:
 - Open houses
 - Pop-up events
 - Online and paper surveys
 - Virtual tools
- Reached a diverse cross-section of the region, resulting in a stronger Plan more reflective of priorities and needs.
- ***Thank you for your time and input!***

Outreach Events

60+

Pop-Ups and Presentations



10

Regional Open Houses



8

Commission Meetings



5

Inter-Agency Meetings



3,426

Survey Responses



Public Outreach Report

- Summarizes the outreach and engagement throughout the three phases of RTP development
- Identifies key themes from what the Project Team heard from the public and stakeholders
- Provides ways in which the RTP reflects public input on the draft Plan
- Will be posted to the RTP Website with the final Regional Transit Plan

7 Public Engagement Overview

APPROACH
The Regional Transit Plan was developed and shaped with valuable input from over 1500 interactions with members of the public throughout the region, thousands of online survey submissions, and hundreds of comments on the draft Plan. The Project Team also met with a broad array of stakeholders, including student councils, employers and business associations, economic development groups, transit operators, and advocacy groups. Additionally, transit providers in the region consistently provided a rich source of insight and experience. Taken together, the input offered through this extensive engagement effort makes the Regional Transit Plan stronger and more reflective of the diverse perspectives in our region.

Outreach Events

- 60+ Pop-Ups and Presentations
- 10 Regional Open Houses
- 8 Commission Meetings
- 5 Inter-Agency Meetings
- 3,426 Survey Responses

Unlike many projects, the RTP establishes a long-term strategy for a large geographic area, rather than specific project in a targeted location. Consequently, the Project Team framed public engagement around gathering broad, strategic, and authentic input across stakeholder groups, carefully considering geographic and demographic coverage throughout the region to strive for fair representation of residents and transportation needs.

ENGAGEMENT PRINCIPLES

- Make it Easy**: By strategically locating outreach events where people already are in their daily activities, the Project Team reached a broader, more diverse audience. While open houses and public meetings are key avenues to share and gather information from the public, more informal events capture people who may not otherwise have the interest or ability to participate. The RTP Project Team conducted over 60 "pop-up" and community-based events across the region. Project staff targeted locations where they could readily encounter a diverse group of people representing a full spectrum of transportation users, including transit stations, shopping malls, libraries, farmers' markets, fairs, and festivals. Depending on the location and event, outreach ranged from simply handing out project flyers to formal listening events with interactive activities or surveys.
- Make it Interactive**: The Project Team hosted and attended traditional public meetings, but also made a focused effort to meet people where they already were. Whether attending a story time program at the local library, waiting for the train to get to work, or visiting a county fair, MDOT MTA committed to a public involvement process that was founded on three guiding principles:
 - Make it Easy**
 - Make it Interactive**
 - Make it Comprehensive**
- Make it Comprehensive**: By strategically locating outreach events where people already are in their daily activities, the Project Team reached a broader, more diverse audience. While open houses and public meetings are key avenues to share and gather information from the public, more informal events capture people who may not otherwise have the interest or ability to participate. The RTP Project Team conducted over 60 "pop-up" and community-based events across the region. Project staff targeted locations where they could readily encounter a diverse group of people representing a full spectrum of transportation users, including transit stations, shopping malls, libraries, farmers' markets, fairs, and festivals. Depending on the location and event, outreach ranged from simply handing out project flyers to formal listening events with interactive activities or surveys.

OPEN HOUSES

MDOT MTA hosted five open houses throughout the region between May 15 and May 23, 2019. The Project Team selected the locations based upon geographic spread and transit accessibility, and aligned the times of outreach with peak commute times to maximize the number of people the team could reach.

- Harford County | Bel Air Library
- Baltimore County | Owings Mills Metro Subway/Link Station
- Baltimore City | ImpactHub Baltimore
- Howard County | The Mall in Columbia
- Anne Arundel County | Glen Burnie Regional Library

Open house materials were designed to both provide and receive information - throughout the information boards, there were opportunities for attendees to provide comments, input, and ideas related to the content of the boards. Participants identified whether they rode transit at least once a week. Depending upon their answer, they received sticker dots in one of two colors to use throughout the boards to respond to various questions.

2. Phase One | Analyze

Figure 2: What Are the Top Benefits of Transit for the Region?

Benefit	Count
Less Traffic	1100
More Travel Choices	1000
Access for Everyone	950
Helps the Environment	900
Better Access to Jobs	850
Less Expense	750
Healthier Communities	450

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.

Regarding the prioritization of funds, responses across all respondents suggested three tiers of priorities. Additional detail that considers the jurisdictional cross-regulation data is included as bullets below:

High	Mid	Low
<ul style="list-style-type: none"> Expand the transit area Improve reliable, on-time service Maintain and modernize equipment 	<ul style="list-style-type: none"> Increase weekday and weekend service Support innovative technologies Improve access to regional centers 	<ul style="list-style-type: none"> 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.

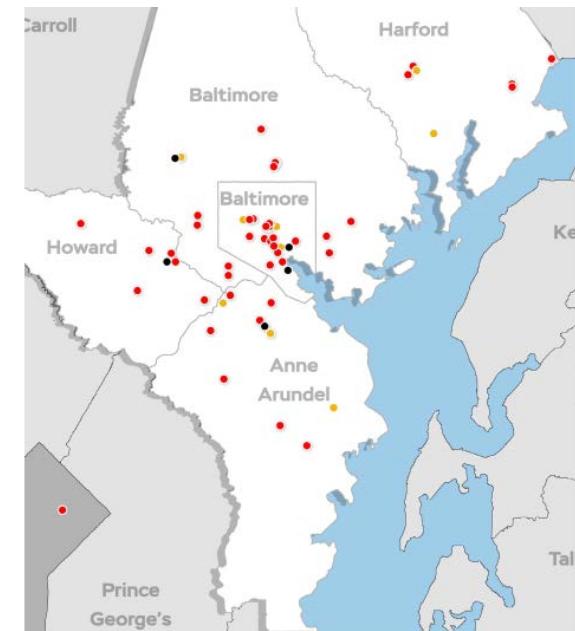
What We Heard in the Surveys

Several key themes emerged from this survey and the surrounding outreach associated with it:

- Improve **efficiency and reliability** of transit in the region
- Increase **access to jobs** and essential destinations
- Address linkages between the modes and service providers for more **efficient transfers**
- Integrate** the existing transit systems in the region
- Improve **first/last** mile connectivity
- Reduce emissions and improve **air quality**
- Connect transit service and **land use decisions**
- Focus on existing users, **disadvantaged and vulnerable populations**
- Explore **all funding** sources
- Maintain** existing assets in a state of good repair
- Create **better connections to schools**
- Approach **New Mobility** options as complements to transit

Public Outreach Throughout Implementation

- Public outreach will continue during Plan implementation
- Targeted outreach for individual projects
- Implementation Team will adopt a nimble approach balancing public health while still reaching the public
- RTP Website transitioning from Plan development to implementation
- Implementation Team will communicate progress through RTP email list





IMPLEMENTATION TEAM NEXT STEPS

Kate Sylvester
Planning Director
Maryland Department of Transportation
Maryland Transit Administration

Implementation Team

The Implementation Team comprises representatives from:

- MDOT MTA
- Baltimore Metropolitan Council
- Five jurisdictions in the region
- Advocacy Groups
- Business Organizations

The Team will also work with existing MDOT MTA advisory groups:

- Citizens Advisory Council (CAC)
- Citizens Advisory Committee for Accessible Transportation (CACAT)
- MARC Riders Advisory Council

Implementation Team

- Roles and Responsibilities
 - Team members will actively contribute to advance and accomplish RTP initiatives
 - Team members will share available information for reporting on implementation progress
- Implementation Team Meetings
 - Jurisdictional Work Group will convene as necessary in advance of Team meetings
 - Implementation Team will meet quarterly (or more as needed)

Implementation Action Plan

- Annually, the Team will create an action plan that defines implementation activities
- Each activity in the annual action plan will have supporting information describing:
 - Roles and responsibilities
 - Internal and external milestones
 - Anticipated outcomes

Implementation Team Subcommittees

- Project- or activity-specific teams will be established as needed for topics such as:
 - Growing ridership
 - Advancing Corridor studies
- These teams will establish milestones and associated work plans
- Report back to the Implementation Team as needed

Implementation Process

- Five-year workplan outlined in the Plan
- Early coordination with Partners identified first year implementation activities for jurisdictions, BMC, and MDOT MTA



Provide Faster, More Reliable Service

Strategies in red text will advance in Year One

- Install real-time information displays at key transit hubs
- Design and construct improvements at three transit hubs
- Investigate and implement targeted investments for Local Bus and Commuter Bus:
 - An additional five corridors of Transit Signal Prioritization
 - An additional 10 miles of dedicated bus lanes
 - Traffic signal retiming on Howard Street
 - Institute a curb management committee with the local jurisdictions
 - Explore level boarding, all-door boarding and off-board fare collection



Implementation Activities | The First Five Years



Grow Ridership

Strategies in red text will advance in Year One

- Actively pursue transit-oriented development opportunities around rail stations
- Develop a park-and-ride lot plan to grow the capacity and access to Commuter Bus
- Study extending MARC Train service to L'Enfant Plaza in Washington, D.C., and northern Virginia and closing the commuter rail gap to the north and providing connectivity to SEPTA in Delaware and Pennsylvania
- Convene a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership



Connecting Our Future

A Regional Transit Plan for Central Maryland



Increase Access to Jobs and Opportunities

Strategies in red text will advance in Year One

- Initiate planning studies for two "Early Opportunity" Corridors
- Initiate and implement five Small Area Transit Plans
- Identify and actively develop Shared Mobility hubs throughout the region
- Identify ways to improve coordination of private shuttles and the expansion of the use of Commuter Choice Maryland



Improve the Customer Experience

Strategies in red text will advance in Year One

- Identify ways to simplify fare structures and integrate payment systems throughout the region
- Enhance the cleanliness of stations, stops and vehicles using appropriate sanitization protocols
- Identify actions to reduce assaults on operators



Be Equitable

Strategies in red text will advance in Year One

- Create an Equity Manager position at MDOT MTA to proactively integrate an equity perspective into transit planning, service provision, and communication
- Review agency marketing and communications to ensure access for all people including those with vision, hearing, or speech disabilities or limited English language proficiency.
- Include more opportunities for community member participation in transit projects, including involvement in project planning.
- Support policies and programs that improve transit access to economic and social opportunities such as affordable housing, jobs, education, grocery stores, recreation, and healthcare, particularly in underserved communities



Be Equitable

*Activities in red text
will advance in Year
One*

- Improve the efficiency of paratransit services with a focus on increasing subscription trips, implementing trip-by-trip eligibility, synchronizing paratransit span of service with local bus service, and improving trip scheduling
- Conduct ADA accessibility surveys, and passenger amenity reviews and begin implementation of improvements at all Light Rail and Metro Subway stations
- Increase number of bus shelters located in low-income areas
- Investigate and implement ways for further collaboration and coordination of transit service including the use of Shared Mobility options to improve transit access





Prepare for the Future

Strategies in red text will advance in Year One

- Prioritize the rehabilitation and replacement of safety and service critical assets on schedule to maintain a state of good repair
- Procure zero-emission vehicles and infrastructure for the MDOT MTA bus fleet
- Identify and implement ways to reduce energy use, water use, and GHG emissions
- Conduct a skills and software needs assessment across all providers
- Improve coordination and collaboration ensuring transit investments are in line with state and local plans, that new development is transit supportive, and that efforts are made to concentrate investments in designated growth areas
- Participate in the Baltimore Regional Transportation Board study of transit governance and funding



Connecting Our Future

A Regional Transit Plan for Central Maryland

BMC's Unified Planning Work Program includes tasks for:

- **Baltimore Region Transit Governance & Funding:**






Study, analyze and recommend alternative governance and funding models for the Baltimore area transit system to the current state-led model, and identify potential approaches that more equitably distribute governing and funding responsibilities, improve performance, accountability and increased ridership on Baltimore's transit system

- **Implementation of Regional Transit Plan – Corridor Analysis:**

Begin the corridor feasibility study phase of corridors emerging from the CMRTP process. This task will potentially include an early screening of corridors against the FTA CIG criteria to indicate potential competitiveness of corridors for federal funding and against identified and P3 feasibility screening models as they might exist to determine competitiveness and viability.

Tracking Our Progress

- MDOT MTA will create a dashboard on the RTP website to track progress (starting after 2021)
- Some measures will be tracked annually, while others will be reviewed and updated every five years
- The Implementation Team will monitor and respond to trends to adjust course as needed

Plan Objectives		Measure	How Often
	Provide Faster, More Reliable Service	On Time Performance	Annually
		Number of Miles of Dedicated Bus Lanes	Annually
		Number of Intersections With Transit Signal Priority	Annually
		Paratransit On Time Performance	Annually
	Grow Ridership	Ridership Growth	Annually
		Percent of people commuting by transit in the region	Every 5 years
	Increase Access to Jobs and Opportunities	Percent of Jobs Accessible By Transit	Every 5 years
		Percent of People with Access to Transit	Every 5 years
	Improve the Customer Experience	Customer Satisfaction Survey	Annually
		Number of at-grade Pedestrian Crossings	Every 5 years
		Safety Ranking	Annually
	Be Equitable	Percent of Stops and Stations That Are ADA accessible	Annually
		Number of Bus Shelters in Low-income Areas	Annually
	Prepare for the Future	Percent of Zero-Emission Transit Vehicles in the Fleet	Annually



THANK YOU & CLOSE

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