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**
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:
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

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 Services 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

Connecting Our Future
A Regional Transit Plan for Central Maryland
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.
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.
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.
The COVID-19 pandemic resulted in an additional $27M in unanticipated operating expenses to provide additional cleaning, PPE, and other safety measures due to 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.
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

Icons:
- 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
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.

ACCESSIBILITY
FREQUENT TRANSIT NETWORK
RIDER AND OPERATOR COMMENTS
EQUITY
EFFICIENCY

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 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
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
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
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
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
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

- 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

Strategies in red text will advance in Year One
Active pursuits 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
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

Strategies in red text will advance in Year One
Improve the Customer Experience

- 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
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.
Implementation Activities | The First Five Years

Be Equitable

- 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

Activities 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
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.
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.

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

Connecting Our Future
A Regional Transit Plan for Central Maryland
THANK YOU & CLOSE

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