

Central Maryland Regional Transit Plan Commission Meeting

417 E. Fayette St, Charles L. Benton Building, 8th Floor

December 13, 2019

9:00 AM – 12:00 PM

Meeting Notes

Name	Title	Role
Ramond Robinson	Director of Transportation, Anne Arundel County	Anne Arundel County Executive's designee
Theo Ngongang	Deputy Director, Chief of Policy, Department of Transportation, Baltimore City	Baltimore City Mayor's designee
Elisabeth Sachs	Director of Government Reform & Strategic Initiatives, Baltimore County	Baltimore County Executive's designee,
Alex Rawls	Harford County Planner, Harford County	Representing Brad Killian, Harford County Executive's designee
Sameer Sidh	Chief of Staff, Howard County	Howard County Executive's designee
Jim Shea	Chairman Emeritus, Venable LLP	Senate President's appointee
Kirby Fowler	President, Downtown Partnership	Speaker of the House's appointee
Gina Stewart	Executive Director, BWI Partnership	Governor's appointee
J.C. Hendrickson	Member, MDOT MTA MARC Riders Council	Governor's appointee
Linda Greene <i>(called in by phone)</i>	Member, MDOT MTA Citizens Advisory Council	Governor's appointee
Katie Collins-Ihrke	Executive Director, Accessible Resources for Independence	Governor's appointee

OPENING

Baltimore City Mayor Bernard “Jack” Young provided opening remarks through a pre-recorded video. Mayor Young welcomed the Commission to Baltimore City and commended the Commissioners for collaborating to strengthen transit in the Central Maryland region. Mayor Young noted that improving the transit network is a priority for Baltimore City and the Baltimore City Department of Transportation (BCDOT) will work closely with MDOT MTA to ensure strong transit services in the City.

Steve Sharkey, BCDOT Director, thanked Mayor Young for his support of transit and presented additional remarks to the Commission. Mr. Sharkey noted that the top priority included in Baltimore City's CTP priority letter is increased funding for MDOT MTA. Baltimore City is taking strides to strengthen safe and affordable access to transit and looks forward to coordinating efforts with surrounding counties for better transit service. This year, BCDOT will add \$10 million to the Capital Improvement Program (CIP) to fund additional transit improvements in Baltimore City. Last year, City Council passed Complete Streets legislation, which calls for detailed design guidance for roadway infrastructure to better serve transit, pedestrians and cyclists. The City's implementation of Complete Streets will connect Baltimore communities with multi-modal transportation networks and transform quality of life in city neighborhoods.

OCTOBER MEETING MINUTES REVIEW

The Commission unanimously voted to approve the October minutes.

MEETING SET-UP

Holly Arnold, MDOT MTA Deputy Administrator, explained the purpose and focus of this Commission meeting [**see slide deck**]. The RTP Project Team is in the third step of the "Propose" phase of the planning process, which focuses on reviewing goals and prioritizing corridors and strategies.

The Project Team held three small group meetings in November, during which the Commissioners reviewed the Project Team's methodology for selecting and grouping corridors into early, mid-term, and long-term priorities, reviewed draft strategies, and recommended changes.

This Commission meeting will provide:

- Updates on public involvement
- Discussion of corridor prioritization and input on early, mid-term and long-term opportunity groupings and changes generated through the small group meetings
- Discussion of additional network improvements and strategic actions

Based on the feedback in the small group meetings, the Project Team is organizing the plan into five components [**see slide deck**], which will serve as chapters of the plan. The strategic actions will be nested within these components.

- a. Mr. Shea asked whether the Project Team will include measures for each of these categories.
- b. Ms. Arnold noted that it would be difficult to set measures and targets for these categories because the plan covers a five-county area with six different transit



agencies and the Project Team would need to conduct analysis to identify targets that are achievable.

- c. Mr. Fowler asked if other plans in the country have targets for its performance measures and whether we can state the current numbers to show a baseline.
- d. Mr. Shea noted that it is good practice to have a set of performance measures and targets. Without them, it is not possible to measure performance over time.
- e. Mr. Robinson agreed, asking how we would know if the goals have been attained if we do not measure them.

PUBLIC INVOLVEMENT UPDATE

Teddy Krolik, MDOT MTA Chief of Engagement, provided an update on the public outreach activities held for the RTP **[see slide deck]**. The Project Team completed its fall open houses and met with groups such as the Black Chamber of Commerce and student executive boards in Baltimore City and Baltimore County to share project information.

In April, the Project Team will have a draft plan to discuss with the public. The Project Team is exploring options for an interactive online commenting feature to allow the public to provide specific input on the plan beyond in-person engagement events.

- a. Mr. Fowler asked whether the Project Team altered the corridor analysis in response to the public feedback.
- b. Mr. Krolik responded that public input largely affirmed the proposed corridor map, and that the draft plan will incorporate comments heard during public engagement.
- c. Ms. Arnold added that public outreach feedback will be compiled into a report that will go into the plan.

CORRIDOR PRIORITIZATION

Sandy Brennan, RTP Project Team, presented the methodology the Project Team used to prioritize corridors **[see slide deck]**. She reiterated the legislative requirements to prioritize corridors, improve existing assets, and leverage non-administrative transportation options available to public transportation. According to the Federal Transit Administration (FTA), transit assets include physical infrastructure such as right-of-way (ROW), vehicles, transit facilities and transfer stations.

Corridors represent the key focus areas where MDOT MTA will invest in assets over the next 25 years. The corridors were identified based on strong origin-destination pairs, represent strong transit asset investment, and regional connectivity. The corridors included in the RTP do not define specific routes, levels of service, station or modes. In some cases, the Project Team may determine that a corridor needs to be extended or that corridors should be combined. The corridors are designed to be a framework to guide jurisdictions and MDOT MTA on where to focus asset investments.

The jurisdictions should be engaged in selecting the corridors. The Project Team developed a list of assets that would potentially be suitable for each corridor to improve travel speeds and reliability; this document will be provided on the project website and in the Plan. The specific improvements will depend on the selected mode, alignment, context of land use, and ultimately service design. The RTP will include high-level costs and possible time savings associated with the improvements.

The Commission helped to identify 16 measures, which the Project Team turned into quantifiable measures to prioritize corridors into early, mid-, and long-term opportunities. The Commission reviewed the methodology and results of the analysis at small group meetings in November. The Project Team moved some corridors to different categories (early, mid, long) based on the Commissioners' discussion at these meetings.

The corridors in the early opportunity group show the strongest existing market demand and form critical links in the regional frequent transit network. These corridors are in the densest areas and have the strongest market. The corridors in the mid-term opportunity group are suitable for improvements to existing transit service, but still need additional investment before high-capacity transit will be suitable. For mid- and long-term corridors, the jurisdictions should review land use and zoning ordinances to ensure that they are transit-supportive.

Based on the small group meetings, the Project Team moved Corridors 8 and 14 from early to mid-term and moved Corridor 2, Corridor 18, and Corridor 27 from mid-term to early.

- a. Mr. Sidh emphasized the importance of making the improvements to these corridors in partnership with MDOT MTA and not pushing them off to local jurisdictions.
- b. Mr. Fowler agreed, recommending a clear statement about partnership in the RTP.

Alternative Corridor Network – Presentation by Commissioner Jim Shea

Commissioner Jim Shea presented a draft set of corridors that he developed independently of the RTP Project Team. Mr. Shea noted that the Project Team has done a great job of compiling data and analysis. He presented the gaps he perceives with the Project Team's existing corridor map and ideas he developed in response.

1. The existing analysis does not define what a corridor is and does not express a clear goal for the corridors.
2. Thirty proposed corridors are too many. The map is congested and includes redundant corridors that are parallel to one another or intertwined.
3. Corridors have right-angle turns that follow the roadway network, suggesting that they represent bus routes, rather than being mode-agnostic.

4. The corridors included in MDOT MTA's map do not form an effective network.

Mr. Shea presented a map he developed to show his proposed corridor network and hubs. One important hub is Baltimore Penn Station, where MDOT MTA could leverage federal funding to create a hub in the center of Baltimore with transit-oriented development.

Mr. Shea emphasized the importance of extending the corridors into the counties and creating strong transit connections between east and west Baltimore and the surrounding counties. As a peer example, Denver's regional transit plan has seven or eight corridors that stretch longer distances.

The Commissioners asked Mr. Shea questions about his proposal.

- a. Mr. Sidh: How would you define a corridor?
- b. Mr. Shea: A linear pathway that connects important origins with destinations.
- c. Mr. Sidh: I worry about the corridors being too long as well. Sparrow's Point to Ellicott City could be a corridor, but I would not suggest that it should be.
- d. Mr. Shea: We also want to show how we can connect residents of Annapolis, Towson, and Belair with Columbia. We know that the jobs in this region are expanding and we have more jobs in outlying areas than ever before, while east and west Baltimore have enormous areas of unemployment. We need to connect these areas. However, it is reasonable to say the corridors are too long and should be handled differently.
- e. Mr. Robinson: We need to define where the stopping points of the corridors are. For example, the corridor from Baltimore City to Baltimore County changes from jurisdiction to jurisdiction and it would be good to define the stopping point.
- f. Mr. Shea: Another related point is that we need to connect our region with the Northeast Corridor, DC and Philadelphia. How do we connect the RTP corridor network with the system we are in already? One of the region's assets is its great transportation network, including the port, rail, and MARC. We should consider travel both within and outside the region.

Mr. Fowler asked MDOT MTA for reactions to Mr. Shea's recommendations.

Ms. Arnold explained that Mr. Shea's map essentially says the same thing as the RTP corridor map, but Mr. Shea combined them into larger, more generalized corridors. MDOT MTA has defined segments of corridors and the timeline for developing them, which is designed for an incremental approach. Mega-corridors are hard to implement and take a long time. MDOT MTA identified early opportunity corridors that it thinks are achievable in the near term and will work with the jurisdictions in the region to identify funding. MDOT MTA's corridor map does not preclude the possibility of extensions to the corridors later.

Focusing on one corridor as early opportunity does not preclude other corridors from development.

Mr. Shea responded that his map is a consolidation of the MDOT MTA map, but without a more general, larger scheme, the region will end up with the piecemeal approach to development that has occurred in Maryland in the past. The chunks of transit development become disorganized if we do not have a larger scheme. Mr. Shea emphasized that his map shows the general direction of where development should occur over the next 25 years in conjunction with transit corridors. He urged the Commission and RTP Project Team to adopt both a generalized framework like the one he developed and the more specific corridor map that the RTP Project Team developed.

- a. Mr. Fowler: Mr. Shea's map could be included first in the plan as a general framework, followed by MDOT MTA's map.
- b. Ms. Sachs: While the broad-brush approach is important, I appreciate the specificity of MDOT MTA's map from the jurisdictional side because it provides more specific guidance on where to advocate for investment on the jurisdictional, state and federal levels. We also need to be able to see how the corridors connect, regardless of how many corridors we show. One of the issues on a regional scale is that the northwest is disconnected. If the map is too generalized, we lose sight of these important details. While the hubs are important, they do not reflect that the whole region needs to connect. We should have a broad-brush overlay, but not remove the specificity.
- c. Ms. Greene: I agree with Mr. Shea in terms of connecting the region. Some of MDOT MTA's corridors seem like short connectivity pieces, rather than a corridor that connects Silver Spring and BWI. The MDOT MTA map shows little pieces and long corridors, rather than showing the overall priorities. Another concern is that corridors in more suburban areas slipped from early to long-term opportunities because they have fewer jobs per mile. While transit planners consider urban areas more "transit ready", they miss connectivity in less dense parts of the region that is also important. The corridors in the long-term list should be addressed sooner than twenty years from now.
- d. Ms. Arnold: We are not saying that there should not be any early movement on the corridors in the long-term group. We want to ensure that we install infrastructure that is supportive to transit early on for these corridors. If there is currently no service at all on a corridor, it is a big leap to immediately put in light rail or another high-capacity transit mode. As the early investments in transit gain ridership, we can then consider bus rapid transit (BRT), light rail or Metro. If we jump in immediately with a rail solution, it likely would not generate the ridership we might aim for.
- e. Mr. Robinson: Would the corridors in the early opportunity group be rail-ready?

- f. Ms. Arnold: We have not yet defined mode, but these corridors would support high-capacity transit.
- g. Mr. Fowler: The MDOT MTA map is too complicated and it is hard to have a vision when there are 30 corridors. It is important to have a more basic presentation or version of the corridor maps in a similar style to Mr. Shea's map.
- h. Mr. Shea: The map I created was drawn from the "high-priority" corridors that MDOT MTA defined. MDOT MTA had the idea that two east-west routes should run through Baltimore. That is important because we need multiple east-west connections to open up the region.
- i. Mr. Ngongang: We should have been at Mr. Shea's stage earlier and then progressed to MDOT MTA's more granular approach after establishing this broader framework. It might be too late for a generalized map now, however. It is hard to make his approach data-driven because we cannot analyze a corridor that is broad-brush.
- j. Mr. Shea: The corridors I developed were based on MDOT MTA's corridors, so they were based on the data that MDOT MTA compiled.
- k. Mr. Fowler: We did go about this process in the wrong order and I would like MDOT MTA to go back and show the higher-scale network of corridors. It will help with messaging the plan if it includes a higher vision than just the map with thirty corridors.

The Commission expressed consensus on the desire to include a simpler visual presentation of the network of corridors preceding the granular map of 30 corridors.

PRIORITIZATION EXERCISE

The RTP Project Team presented the results of the corridor prioritization exercise into early, mid-term and long-term groups.

- a. Mr. Sidh: Part of this exercise involves identifying those corridors ripe for funding opportunities. Is a group of eleven early corridors too many? We might need to prioritize within the group.
- b. Ms. Sachs: If we are talking about only MDOT MTA funding, maybe, but jurisdictions can also use this corridor map to pursue county and federal funding and it will not matter how they are prioritized within each group.
- c. Ms. Arnold: The nature of this plan is to be high-level. We will set up an implementation committee to decide next steps once we have a high-level plan and will begin analysis and modeling thereafter.

- d. Mr. Robinson: What if we create just two groups of corridors – early and long-term opportunity – with 15 corridors in each?
- e. Mr. Shea: At some level, it is too early to do anything because we do not yet know which combination of routes reduces travel time. Eleven corridors in the early group is a lot.
- f. Mr. Fowler: Do Commissioners feel like we are ready to prioritize?
- g. Ms. Arnold: The plan is due in October 2020 and a prioritized list of corridors is important for the team to write the plan by the deadline. MDOT MTA will use the Commission's feedback to write the draft plan over the winter.
- h. Mr. Fowler: Is it possible to analyze Mr. Shea's proposal in small groups over the next few weeks?
- i. Ms. Arnold: We have already performed the analysis and are showing the corridors on the list.
- j. Ms. Sachs: Mr. Shea's proposal is a summary of the granular work that we have done. A summary of the thirty corridors is reflected in eight. We shouldn't take away the granularity because it is helpful. The data-driven propositions would come in the implementation phase or next steps that we agree on. We should specify the activities that need to happen in a priority chart in the plan.
- k. Mr. Shea: Could we spend another 30 days looking for a better dataset to inform the prioritization?
- l. Mr. Fowler: Do the Commissioners agree with the proposal from Mr. Shea to not agree on corridor prioritization until we consider his proposal?
- m. Mr. Sidh: At some point, the additional analysis becomes expensive and time-consuming. Which information needs to be provided during that time for the commission to make a prioritization decision?
- n. Mr. Miller: To get to the point where we could use a model, which has caveats, would take at least six months and monthly meetings. The coding and modeling would take a year to 18 months to come to a point where we could end up at about the same 3 buckets of corridors.
- o. Mr. Shea: We have not had a chance to propose modest network comparisons that would allow us to do a true prioritization. The RTP Project Team has not done the modeling of travel times from points in Baltimore City to job centers.
- p. Mr. Miller: It is not possible to do that quickly.
- q. Mr. Shea: If you are right, my proposal should fail.

- r. Mr. Sidh: The proposal for consolidation was presented for the first time today. If we vote to prioritize MDOT MTA's proposed corridors, does it take consolidation of corridors off the table?
- s. Ms. Arnold: We are open to taking the corridors that we have and creating a simplified map. There is a lot of internal review for this plan and our technical team needs to be focused on preparing a draft for February, so we are not prepared to offer another Commission meeting in February. We can exchange over email regarding the generalized map and potentially offer a small group meeting.
- t. Mr. Shea: We should not diminish this proposal to the executive summary; these are eight real corridors and they should be prioritized.
- u. Ms. Sachs: I object to prioritizing the eight generalized corridors.
- v. Mr. Robinson: Out of the early opportunity corridors, which would be ready for federal funding?
- w. Ms. Arnold: The Implementation Team would need to make this decision and will identify what we can do for each corridor based on the prioritized list. This will be laid out in the plan.

Mr. Fowler asked the Commission to vote on whether the Commission should prioritize corridors at this meeting. Eight Commissioners voted in favor of prioritizing the corridors, and one Commissioner (Mr. Shea) voted in opposition. The early-opportunity corridors identified were:

- Corridor 1 – Morgan State University to South Baltimore
- Corridor 2 – Glen Burnie to South Baltimore
- Corridor 6 – Towson to UM Transit Center
- Corridor 12 – Mondawmin to South Baltimore
- Corridor 13 – Rogers Avenue to City Hall
- Corridor 16 – Ellicott City to Convention Center
- Corridor 17 – West Baltimore to Hopkins Bayview
- Corridor 18 – Sparrows Point to Hopkins Bayview
- Corridor 19 – State Center to Hopkins Bayview
- Corridor 20 – Walbrook Junction to Berea
- Corridor 27 – Ellicott City to Silver Spring

NETWORK IMPROVEMENTS

Sandy Brennan, RTP Project Team, reviewed the process of identifying other network improvements. Network Improvements are as important as the Regional Transit Corridors and the Strategic Actions. The successful implementation of all recommendations together will reinforce the success of other components. The Project Team used the same process as corridor identification, but these improvements did not meet the definition of corridors. Small area plans



were selected based on conversations with Commissioners around areas that rise to a higher level than simply needing to add a transit route.

Several areas have demonstrated need for additional transit improvements beyond corridors [**see slides**].

- Ms. Collins-Ihrke: Will you say in the plan that Anne Arundel and Fort Meade should have mobility and microtransit models piloted? Are you recommending specific areas that should be piloted for new mobility, for example?
- Ms. Brennan: Yes, we will develop small area plans in partnership with employers, the community, and the jurisdiction to identify ways to provide mobility options in addition to transit service.
- Ms. Sachs: Why aren't all jurisdictions recommended for microtransit? Baltimore County is currently looking at microtransit through studies and pilots. All jurisdictions should be included in the microtransit recommendation.
- Mr. Ngongang: Baltimore City is also looking at areas that would benefit from microtransit.
- Ms. Arnold: The RTP Project Team will follow up with Commissioners to ensure that we capture all the microtransit studies currently underway.
- Mr. Fowler: We should also have bike/pedestrian corridors reflected in the Towson and Tradepoint Atlantic small area transit plans.

STRATEGIC ACTIONS

David Miller, RTP Project Team, presented a high-level overview of the strategic actions identified for the RTP. The Commissioners previously reviewed these strategic actions at the November small group meetings. Mr. Miller's presentation focused on general themes and updates to the strategic actions made based on the Commissioners' small group discussions [**see slide deck**].

The RTP will give equal importance to these strategic actions, the corridors, and the other network improvements.

The Commissioners discussed the "fiscal sustainability" strategy.

- a. Mr. Shea: We should discuss a regional transit authority as a different way of funding transit. This Commission should discuss the merits of this approach. A regional transit authority is a group that would govern transportation within the jurisdiction and usually uses local taxes to fund the transit system. This is how Denver accomplished its regional transit. It gives governance and funding responsibility to the local jurisdictions.
- b. Ms. Arnold: Part of the implementation plan could be further study of a regional transportation authority.
- c. Mr. Sidh: This would fit into the strategy of maximizing funding opportunities.

- d. Mr. Fowler: I support Mr. Shea's view that we should consider a regional transportation authority. Other regions have considered regional transportation authorities and many have adopted them.
- e. Mr. Fowler: Can this be stated in the plan?
- f. Ms. Arnold: We would recommend that the Baltimore Regional Transportation Board, the area's metropolitan planning organization (MPO), would be the best entity to assess the idea of a transportation authority because it is separate from MDOT MTA.
- g. Mr. Ngongang: An authority should be part of the conversation.
- h. Mr. Sidh: Maryland's existing model is unique. Most states do not have a state transit authority. MDOT MTA is conflicted in analyzing this. Should local regions have the ability to raise their own revenue for transit? Salt Lake City has a state transit system, but also local authority to raise money to fund improvements like light rail.
- i. Mr. Shea: The problem with our existing system is that transit funding can go to other regions, such as the Purple Line in southern Maryland, and does not go directly back to Central Maryland.
- j. Mr. Fowler: Almost every other state in the country has an authority and we should put this in the plan for future analysis.

Mr. Shea made a motion to add a statement to the plan that a Regional Transit Authority will be evaluated by Baltimore Regional Transportation Board or the Baltimore Metropolitan Council (BMC). Eight voted in favor and Ms. Collins-Ihrke abstained.

The Commissioners provided additional general comments on the strategic actions.

- a. Mr. Fowler: The strategic actions as presented represent the small group meetings well.
- b. Mr. Hendrickson: They largely incorporate the reasons why I wanted to be on the Commission. How will these elements be included in the plan? There is a lot of content.
- c. Mr. Miller: That will be decided as we develop the plan and figure out how to package the content into a cohesive message that the public can understand. The document will be designed to incorporate the Commission's input and will be organized within the five chapters presented earlier in the meeting.
- d. Mr. Ngongang: Equity in transit planning should be a clear focus area.
- e. Ms. Arnold: Equity is one category that we debated including as a sixth component, but folded it into other chapters. Should we include it as a stand-alone topic?
- f. Mr. Fowler and Mr. Ngongang supported including equity as a stand-alone chapter.

PUBLIC COMMENT

Simon Taylor, RTP Project Team, led the Public Comment section.

- A. Brian O'Malley, President and CEO, Central Maryland Transportation Alliance: Mr. O'Malley noted that some of the questions surrounding this plan get tense and we are struggling with where the plan needs to go. He commended Baltimore City DOT on their work with the CIP, Priority Letter, and applying for federal funding. All jurisdictions should be doing more of this. Mr. O'Malley highlighted the debate about alternative maps. He would have liked to hear more discussion of which map or set of improvements will make "x" improvements for riders, which will guide investment that will improve access to jobs and reduce travel times in the region. As a transit advocate and rider, Mr. O'Malley noted that he would like to hear that MDOT MTA considered alternatives and selected the one that will improve the things riders care about and will get them where they need to go. Get Maryland Moving submitted a memo to MDOT MTA last night that talks about performance targets. Ms. Arnold stated today that performance targets are not part of the plan. Mr. O'Malley encouraged the Commission and MDOT MTA to be bold in this plan and not shy away from targets. The CMTA set a goal to double transit ridership in Maryland by 2020. While transit ridership is not on track to meet that goal, Mr. O'Malley noted that he does not regret setting the goal. It is great that the goal was set and now it is time to look at lessons for why transit ridership did not meet the goal. MDOT MTA should set targets and they should guide which map and corridors are selected. If MDOT MTA does not hit these targets, they can assess why they were not met and learn from these lessons; this is not a reason to say there should be no targets at all. If MDOT MTA does not set targets, the jurisdictions should establish targets for transit and show what they want to see for transit in the region. This will guide our improvements in the region.
- B. Craig George, on behalf of David Henley, Northeast Maglev: Mr. George provided an overview of the Maglev project, which has the goal of building the fastest train in the world, with trips between Washington, D.C. and New York City with a stop in Philadelphia. The Northeast Corridor was selected because it is home to 17 percent of the U.S. population, with 51 million residents and 20 percent of the U.S. workforce. Connecting the Northeast Corridor's key commercial segments is important because of bottlenecks on the region's highways. The region's rail system also experiences bottlenecks because of the high volume of existing rail. Superconducting Maglev is a proven technology, which is both fast and environmentally friendly. The first stage, which is currently under study, connects Washington, D.C. and Baltimore, with a stop at BWI Airport. The Environmental Impact Study (EIS) will show the preferred route and stop locations. Construction is projected to start in 2021 and operations will begin within a decade. Maglev will offer a choice that can move millions of passengers per year and lead to two million



tons of reduced greenhouse gases. It will create a return of over 150 commute hours wasted in traffic yearly. Mr. George encouraged the RTP Project Team to acknowledge Maglev in the plan.

- a. Mr. Shea asked for clarification on how Baltimore fits into the Maglev plan to travel from Washington, D.C. to New York City with a stop in Philadelphia.
 - b. Mr. George: Baltimore will be a stop on the regular route, in addition to BWI and other major airports along the way. The D.C. to NYC route will be the express route.
 - c. Mr. Shea: I worry that as billions are spent, there is not enough travel time improvement because of the multiple stops. Maglev may choose to leave Baltimore behind because it is faster to skip Baltimore.
 - d. Mr. George: Baltimore is an important stop and we plan to retain this stop.
- C. Lindsey Mendelson, Transportation Representative of Maryland Sierra Club: Ms. Mendelson emphasized the importance of measurable targets related to the RTP's strategies to see how things are improving in the region. The RTP Project Team currently has data on percentage of ridership, percentage of people with access to a rail station within a half mile and others; these kinds of measures should be embedded as part of the plan. The goal to upgrade a "majority" of the bus fleet to electric buses by 2045 is unacceptable. New York MTA plans to have a fully electric fleet by 2040 and California has a similar goal for electrification. MDOT MTA should reconsider its goal for bus fleet electrification. It will improve financial sustainability and long-range environmental sustainability. Ms. Mendelson also noted that the Commission meeting surrounding the draft plan should be held during the weekends or after business hours to ensure that members of the public can share thoughts with the Commission.

NEXT STEPS

Ms. Arnold concluded the meeting with an overview of next steps in the RTP process.

- The RTP Project Team will develop a draft plan and distribute to the Commission in April 2020.
- The next Commission meeting will be held in April at Harford County Community College in Belair.
- MDOT MTA will seek public comment on the plan through pop-up public engagement events and online commenting software.
- The Project Team will revise the RTP following the Commission meeting and public outreach in the spring.



Connecting Our Future
A Regional Transit Plan for Central Maryland

- The RTP will be finalized in September 2020 to meet the October 1st legislative deadline.

DRAFT