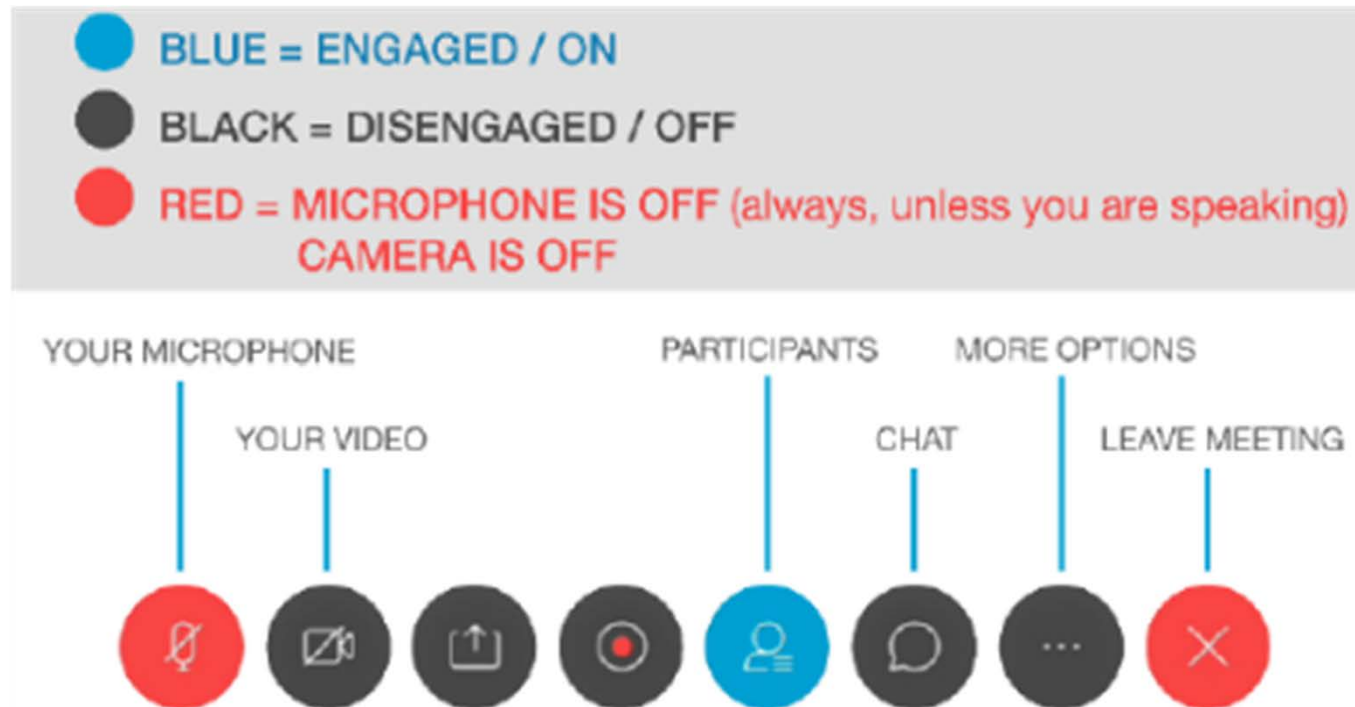


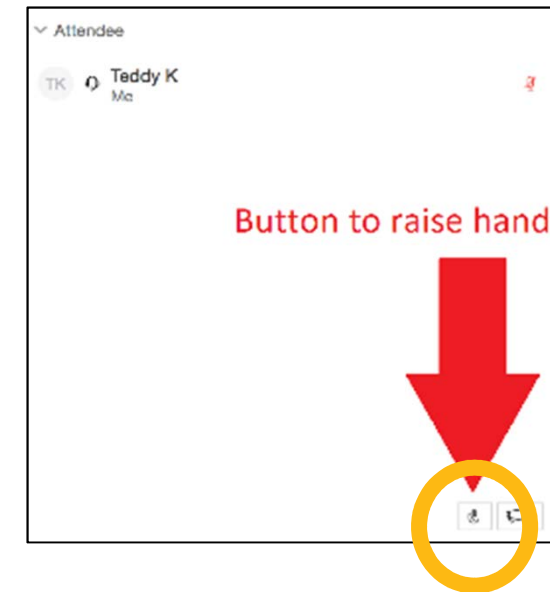
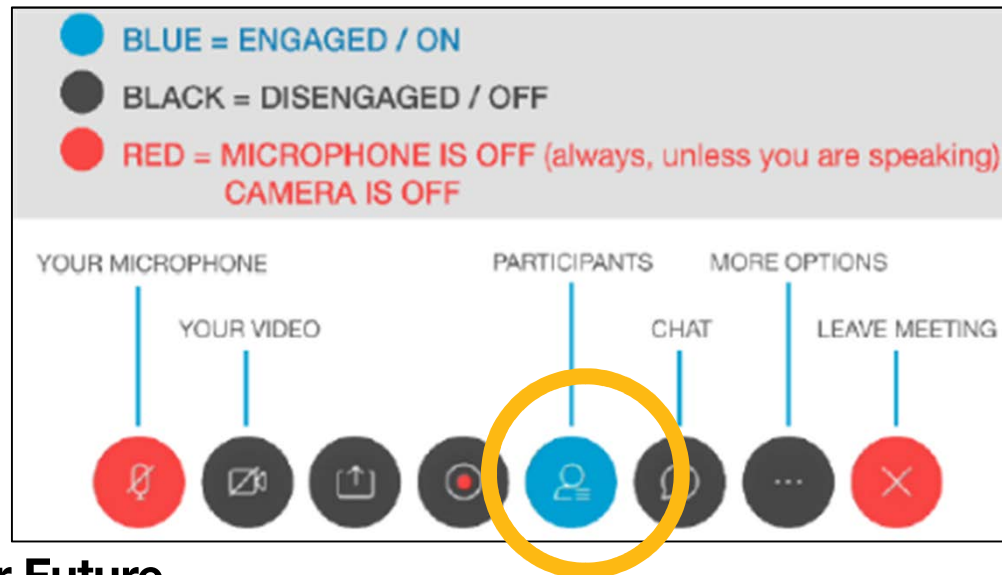
Welcome!

- 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**



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:



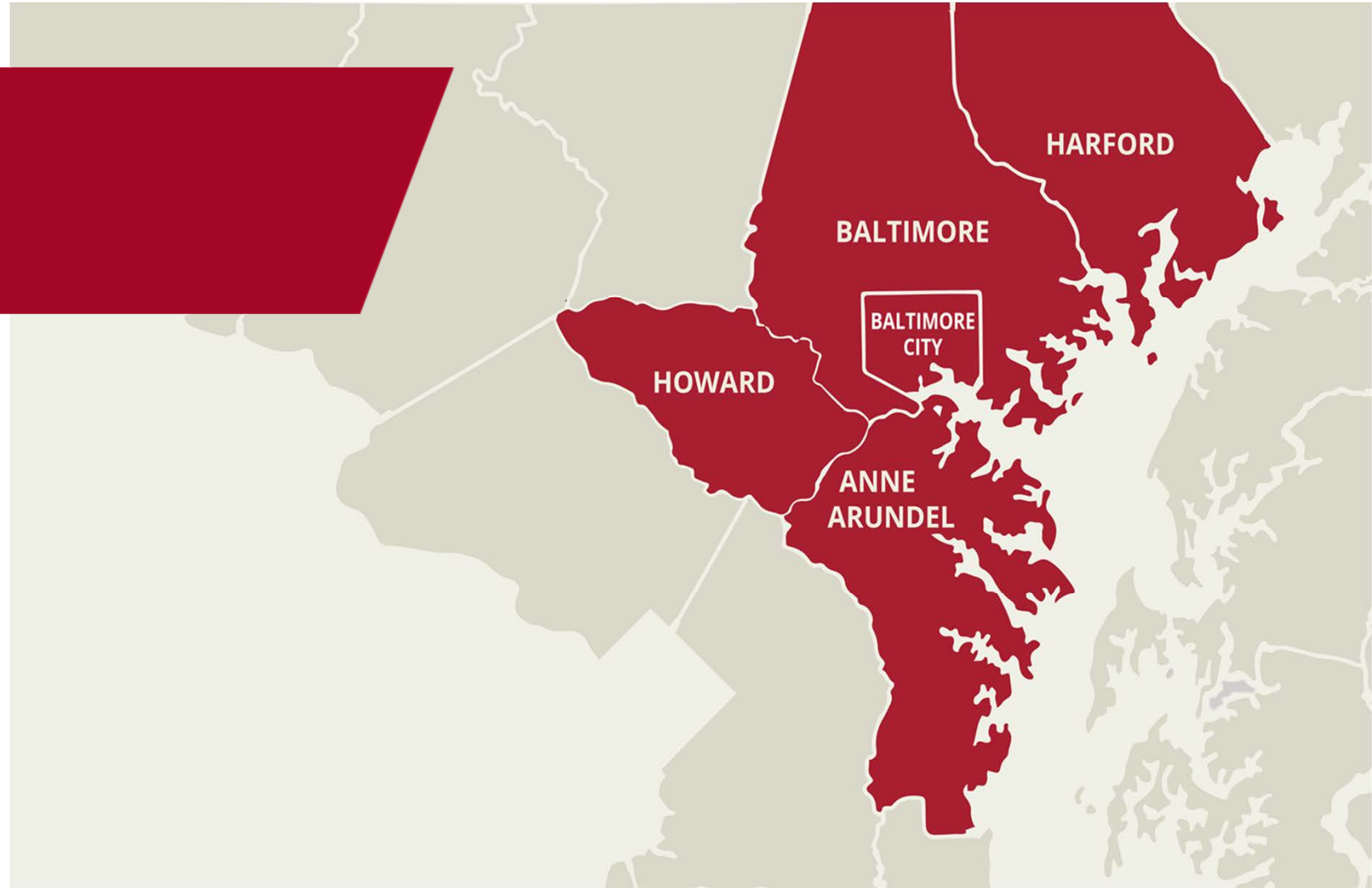


Connecting Our Future

A Regional Transit Plan for Central Maryland

COMMISSION MEETING # 7

Virtual Meeting
June 18, 2020





WELCOME

Elisabeth Sachs
Ex Officio RTP Commission Chair



JURISDICTIONAL WELCOME

Steve Overbay, Deputy Director for
Community and Economic Development
Harford County



DECEMBER MEETING MINUTES REVIEW

Elisabeth Sachs
Ex Officio RTP Commission Chair



MEETING AGENDA

- Public Comment
- Introduction and Overview
- Public Involvement Update
- Key Comment Themes & Proposed Resolutions
- Next Steps



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

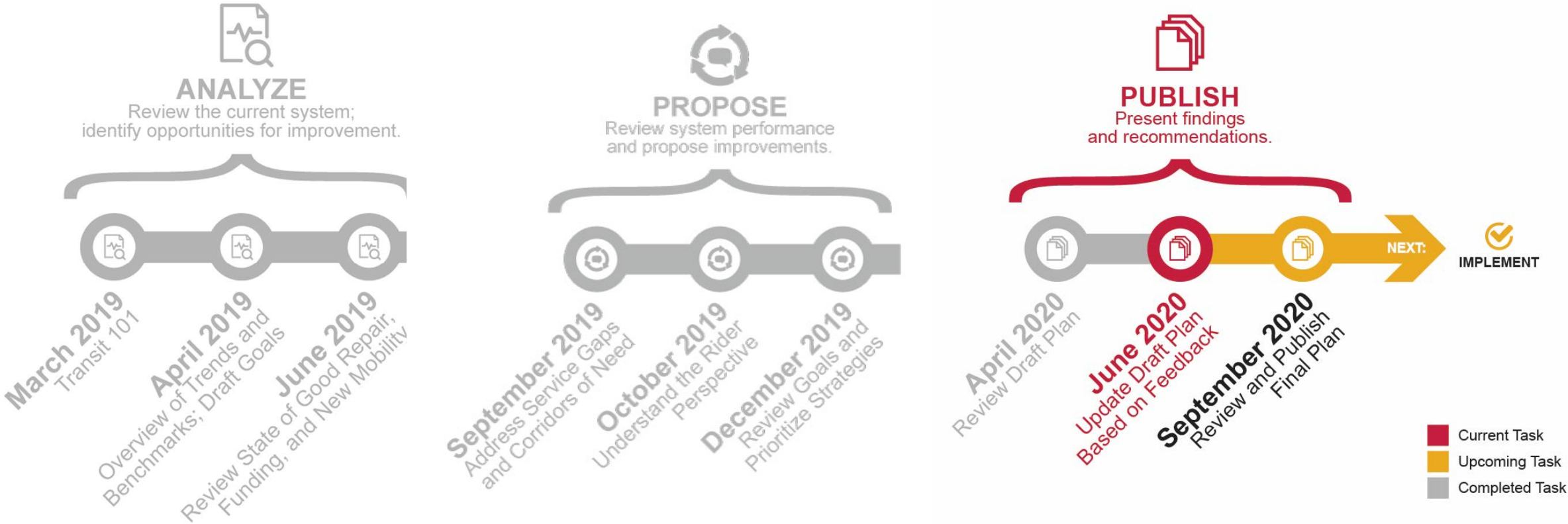
**NO MORE TIME REMAINING –
PLEASE WRAP UP**



INTRODUCTION & OVERVIEW

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

Plan Development Schedule



Today's Focus

- Provide an update on public involvement activities and outcomes
- Summarize comments and suggestions received on Draft Plan
- Discuss proposed updates to Plan based on feedback
- Outline next steps prior to and following Plan release

This meeting presents comments and key themes heard from the public, Commission members, and other stakeholders; as well as how this input will be incorporated into the Plan.

Draft Plan Overview

- Draft Plan released for public comment on April 23rd
- Plan presented in seven sections:
 - I. Introduction
 - II. Transit Today
 - III. Goals and Objectives
 - IV. Strategies
 - V. Transit Network Improvements
 - VI. Regional Transit Corridors
 - VII. Next Steps & Implementation





PUBLIC INVOLVEMENT UPDATE

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

Web-based Outreach & Review

Outreach has been primarily “virtual” due to COVID-19

- **Project website** for review and comment (www.rtp.mta.maryland.gov)
- **Interactive web tool** facilitates easy review and comment
- **Project email list**
- **Targeted outreach** with geo-targeted social media ads and presentations to key groups

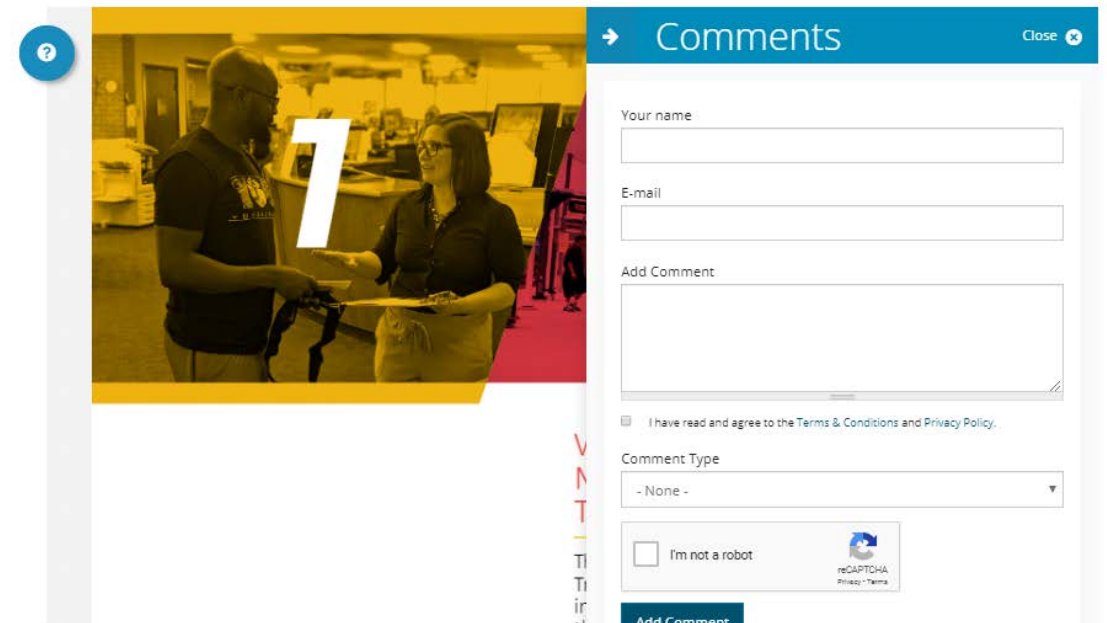
Connecting Our Future: A Regional Transit Plan for Central Maryland

TABLE OF CONTENTS ≡

We want to hear from you!

MDOT MTA invites you to read and comment on the draft Regional Transit Plan (RTP). You may also read and reply to comments from other users. We will respond to comments on an as-needed basis and we reserve the right to remove inappropriate content, so please be respectful. As you read through the document, simply click within the area you wish to comment. Use the Table of Contents (located top right) if you prefer to navigate by chapter. THE COMMENT PERIOD WILL CLOSE ON JUNE 18, 2020.

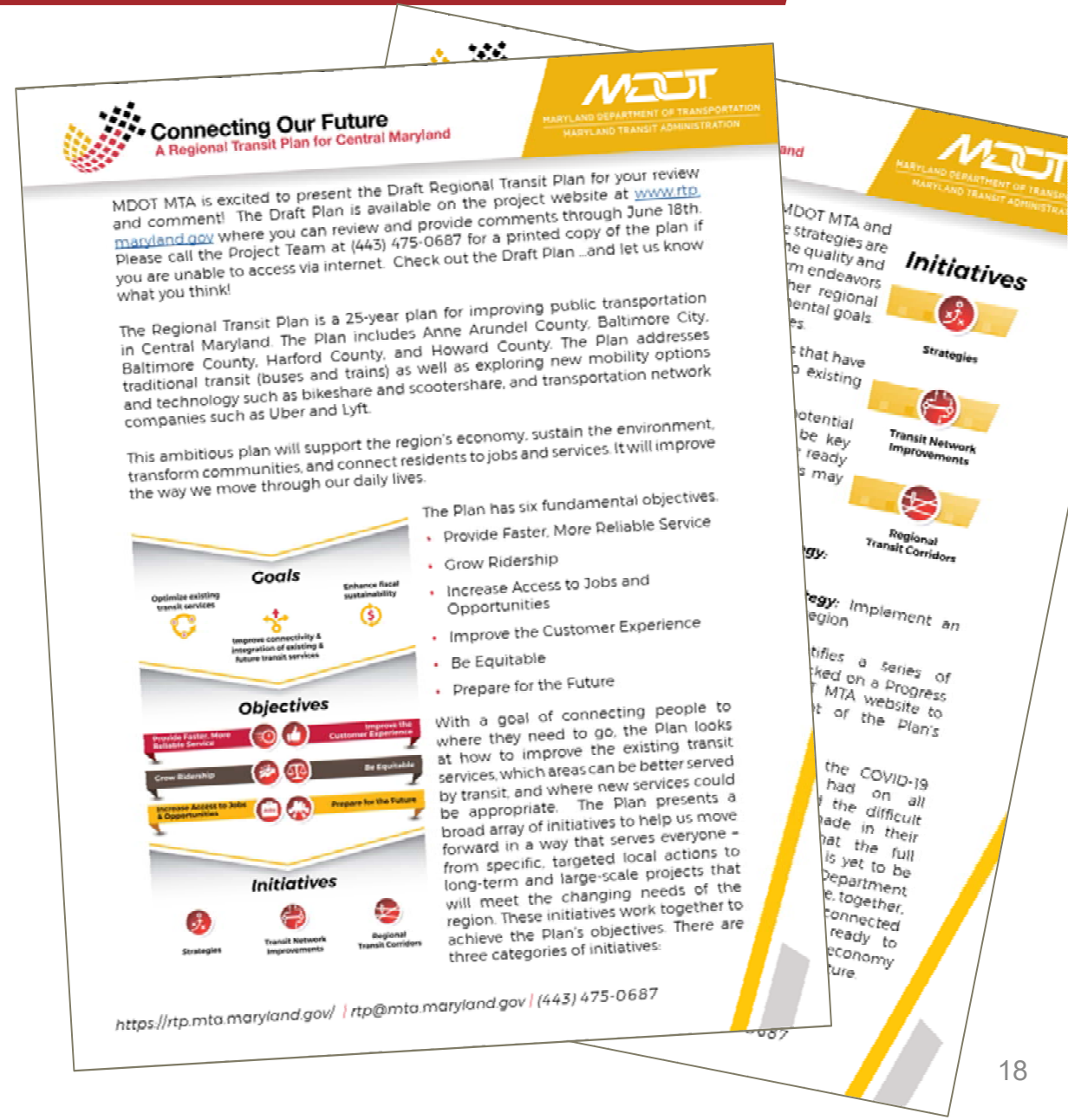
Page 8 of 76 Download Type to search Comment



Traditional Outreach & Review

Additional avenues for outreach include:

- **Plan overview** to share with community groups/organizations
- **Newspaper ads** in local papers to notify regional residents
- **Car cards** on MDOT MTA vehicles
- Screen-reader **accessible documents** and Spanish **translations**
- **Project hotline** to call for additional information
- **Live Chat** with Project Team members to ask questions about the Draft Plan



Outreach Overview

- Draft Plan released April 23rd; public comment closes June 18th
- Small-group meetings with Commission members in early May
- Approximately 700 comments received through June 11, 2020
- Virtual presentations and online outreach to stakeholders including:
 - Accessible Resources for Independence
 - Baltimore City Sustainability Commission
 - BRTB
 - MDOT MTA CAC
 - MDOT MTA CACAT
 - GBC
 - Get Maryland Moving
 - Howard County Multimodal Transportation Board
 - The Image Center
 - Inclusive Transportation Steering Committee
 - MARC Riders Advisory Council
 - Maryland Department of Disabilities
 - National Federation of the Blind



KEY COMMENT THEMES & PROPOSED REVISIONS

Kate Sylvester, Director
Maryland Department of Transportation
Maryland Transit Administration

Alvaro Sifuentes
RTP Project Team

What We Heard

We heard strong support for many initiatives, strategies, and actions in the draft Plan, particularly:

- Creating better connectivity between modes and across transit providers in the region
- Sustainability efforts, such as transitioning to zero-emission transit vehicles
- Implementation plan with measures and targets
- Expanding the high-frequency transit network with proposed Regional Transit Corridors



What We Heard:

The Plan would be clearer and more reader-friendly if it included some additional context, clarifications, and explanation of terminology

Proposed Plan Changes:

Include an Executive Summary that focuses on why the Plan is important and what it can help to achieve

Add a glossary of common terms used throughout the Plan

Rephrase and modify language throughout where commenters noted confusion

Focus on Plan outcomes

What We Heard:

COVID-19 is dramatically impacting transit agencies across the country. The Plan should identify immediate and long-term responses to mitigate impacts and prepare for the future.

Proposed Plan Changes:

Identify immediate responses:

- Ensure the safety of transit employees and customers (*Modified Strategy*)
- Prioritize transit service for essential workers (*New Strategy*)
- Enhance cleanliness of stations, stops, and vehicles using appropriate sanitization protocols (*Modified Strategy*)

Include long-term strategies:

- Incorporate transit's role in responding to and recovering from emergencies (security threats, disasters, and public health emergencies) in plans and emergency protocols (*Modified strategy*)
- Collaborate with BRTB to monitor and react to changing travel patterns and mode choices (*New Strategy*)

What We Heard:

The Plan needs to focus on and address *equity* more holistically with additional context, emphasis, and focus on race and socio-economic issues.

Proposed Plan Changes:

Add new/additional information about importance of equitable transit:

Safe and affordable mobility options are essential for overcoming long-standing racial disparities in the distribution of resources and opportunities.

Equitable transportation planning requires coordination between transit providers, local jurisdictions, and the public to ensure all residents, especially the most vulnerable, have access to a robust transit network.

An equitable approach removes barriers and acknowledges that transportation policies and investments must be adapted to local contexts, consider the needs of all, and ensure that transit planning extends to consider housing, healthcare, food access, and environmental justice.

What We Heard:

Strategies in the draft Plan are too narrowly focused on ADA. Add/modify strategies that focus on lower-income, minority, and/or vulnerable populations.

Proposed Plan Changes:

Add new and modify existing strategies to focus on lower-income, minority, and vulnerable populations:

Include community members in the decision-making process through involvement in the planning phases of transit projects (*New Strategy*)

Integrate public health perspective as part of transit planning and operation decisions (*New Strategy*)

Ensure Environmental Justice issues are a key factor in consideration for all alignment and mode decisions for the proposed Regional Transit Corridors (*New Strategy*)

What We Heard:

Strategies in the draft Plan are too narrowly focused on ADA. Add/modify strategies that focus on lower-income, minority, and/or vulnerable populations.

Proposed Plan Changes:

Explore options and implement measures to facilitate fare payment for riders without access to a credit or debit card (*New Strategy*)

Review transit service plans through an equity lens, considering race, income, age, disability, English language proficiency, and vehicle access (*New Strategy*)

Create an “Equity Manager” position at MDOT MTA to review completed projects, and to proactively integrate an equity perspective into transit planning, service provision, and communication (*New Strategy*)

Ensure that transit projects seek to reduce, rather than expand, current or historic disparities in terms of access to opportunities for low-income and minority communities (*Modified Strategy*)

What We Heard:

Strategies in the draft Plan are too narrowly focused on ADA. Add/modify strategies that focus on lower-income, minority, and/or vulnerable populations.

Proposed Plan Changes:

Implement measures to ensure that low-income neighborhoods have access to Shared Mobility options such as bikeshare and e-scooters (*New Strategy*)

Continue to challenge biases in transit policing by developing relationships between community members and MDOT MTA transit police and continued focus on sensitivity training and education (*New Strategy*)

Review agency marketing and communications to ensure access for people with limited English language proficiency (*New Strategy*)

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 (*Modified Strategy*)

Comment Theme – Equity

What We Heard:

The Plan should include targets that specifically measure and monitor progress toward better serving low-income, minority, and/or underserved populations.

Proposed Plan Changes:

Target	Baseline	2025	2045
Percentage of low-income population with access to frequent transit	34%	36%	57%
Percent of no-car households with access to frequent transit	52%	55%	72%
Percent areas of persistent poverty with access to transit	64%	70%	80%
Number of shelters in low-income areas	TBD	TBD	TBD
Percent of minority population with access to frequent transit	TBD	TBD	TBD

Comment Theme – Grow Ridership

What We Heard:

The Plan needs to better explain the opportunity of Transit Oriented Development (TOD) and MDOT MTA's role in promoting it as a way to grow ridership over the next 25 years.

Proposed Plan Changes:

Explain the opportunity of TOD and MDOT MTA's role in promoting it:

TOD clusters jobs, housing, services, and amenities around transit hubs

Compact, connected, and coordinated development can create a livable, walkable environment conducive to successful transit

MDOT MTA will actively pursue TOD in coordination with other MDOT administrations and local jurisdictions to help increase transit ridership and opportunities accessible by transit

What We Heard:

The Plan needs to better explain the opportunity of Transit Oriented Development (TOD) and MDOT MTA's role in promoting it as a way to grow ridership over the next 25 years.

Proposed Plan Changes:

Add to TOD strategies:

Review all MARC, Metro Subway, and Light Rail stations for TOD opportunities and establish TOD plans for those identified as feasible, with prioritization according to their near- and long-term potential. *(New Strategy)*

Support and integrate with the Penn Station improvements being undertaken by Amtrak and private development to provide better transit connectivity across modes. *(New Strategy)*

Comment Theme – Grow Ridership

What We Heard:

The Implementation Plan identifies Task Forces that will focus on growing ridership on Light Rail and Metro Subway, but it's unclear what these groups will do once convened.

Proposed Plan Changes:

Add more specific information about the purpose of the Light Rail and Metro ridership task forces:

Task Forces will be charged with collaborating and coordinating with a broad array of stakeholders (public, private, and community) to address existing barriers or challenges

Task Forces will explore strategies to make transit a more attractive option (e.g., express trains, fare-free “Try Transit” days, and other operations or capital improvements responsive to public input/concern)

Address the impacts of COVID-19 on ridership; identify communication strategy to grow the public's confidence to return to transit

Comment Theme – Grow Ridership

What We Heard:

Specific strategies that focus on the customer experience are needed to address concerns cited about cleanliness and sanitation, as well as safety and comfort.

Proposed Plan Changes:

Add new strategies focused on customer experience improvements that will add and retain transit riders:

Enhance cleanliness of stations, stops, and vehicles using appropriate sanitization protocols. *(New Strategy)*

Ensure customers can travel safely and address the perception of safety on transit. *(New Strategy)*

Update training for all transit personnel with increased focus on customer service. *(New Strategy)*

Comment Theme – Connections beyond Central MD

What We Heard:

The Plan needs to better incorporate connections to Washington, D.C., and the Northeast Corridor, as well as private and college shuttles.

Proposed Plan Changes:

Incorporate a discussion about how connection to the Northeast Corridor offers opportunities to the region (Executive Summary and “Plan for the Future”).

Modify three Corridors to enhance Washington, D.C., connections.

Explain how Amtrak’s construction of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line facilitates improved MARC service.

Add private and college shuttles to list of transit providers and discuss them in narrative.

What We Heard:

The Plan should acknowledge the need to achieve a State of Good Repair to support quality transit service.

Proposed Plan Changes:

Add information about addressing State of Good Repair

Prioritizing investments to keep existing transit routes and vehicles reliable, safe and comfortable is essential. Deferred maintenance degrades the customer experience and is not fiscally sustainability.

Add a new strategy :

Prioritize maintaining the entire system in a state of good repair. (*New Strategy*)

What We Heard:

While the Plan is financially unconstrained, many people had questions about how projects get funded; information about sources and types of funding sets the stage for studies and analysis that will follow during implementation.

Proposed Plan Changes:

Add information on how transit projects are funded

Explanation of New Starts and Small Starts processes, the highly competitive primary federal funding sources for major capital projects

Add information on alternative delivery methods and discretionary grants

Alternative delivery methods such as Public Private Partnerships (P3s) can provide financing (different from funding) to projects, but this tool is only feasible for certain projects

Comment Theme – Targets

What We Heard:

The Plan should identify baselines for all proposed targets and include both short-term (5-year) and long-term (25-year) targets.

There were also some specific suggestions on targets to add or modify.

Proposed Plan Changes:

Target	Baseline	2025	2045
Increase MDOT MTA's on-time performance for Core Bus	70%	85%	90%
Establish on-time performance reporting for all agencies in the region	-	Accomplished	Accomplished
All transit vehicles accurately reporting real-time data	89%	100%	Accomplished
Increase systemwide fixed-route ridership in the region	94 million	Baseline + 10%	Baseline + 40%
Percent of region's residents living within ¼-mile of a bus stop or ½-mile of a rail station	40%	45%	60%

Comment Theme – Targets *(continued)*

Target	Baseline	2025	2045
Percent of the region's jobs within ¼-mile of a bus stop or ½-mile of a rail station	50%	55%	70%
Implement a common fare platform for all transit providers in the region	-	Accomplished	Accomplished
Increase MDOT MTA customer satisfaction survey rating	3.33 / 5	Baseline + 10%	Baseline + 40%
Establish customer satisfaction rating for LOTS	-	Accomplished	Accomplished
Maintain MDOT MTA's standing as one of the safest transit systems out of the top 12 U.S transit agencies	-	Maintain	Maintain
Increase percentage of stops and stations that are ADA accessible	19%	30%	100%
On-time performance for MDOT MTA paratransit service across the region	90%	95%	95%

Comment Theme – Targets *(continued)*

Target	Baseline	2025	2045
Percentage of fleet that are zero-emissions vehicles (ZEV)	0%	Initiate ZEV procurement	95%
Percentage of people traveling by transit in the region	6%	9%	15%
Implement a CAV project	-	Accomplished	Accomplished
Average bus speed (mph) on the Frequent Transit Network during peak periods	12	Baseline + 15%	Baseline + 50%
Percent of assets (by value) in State of Good Repair backlog	16%	10%	5%

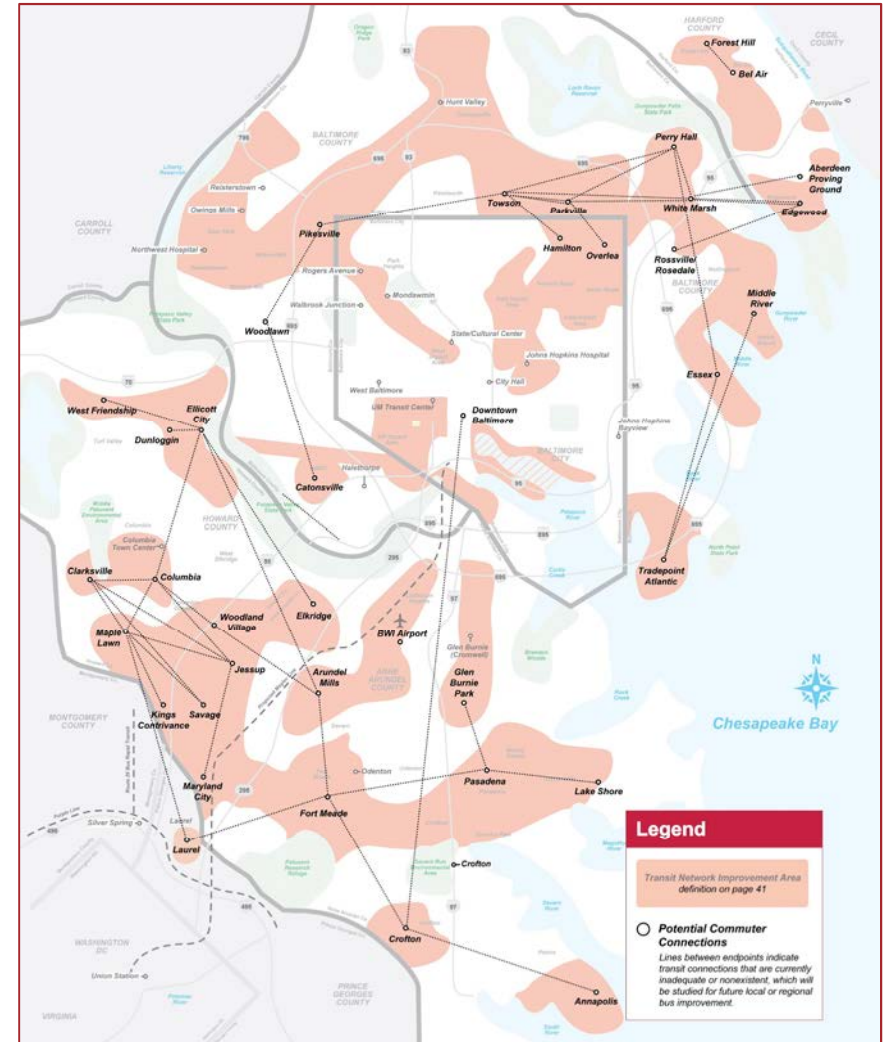
Comment Theme – Transit Network Improvements

What We Heard:

General agreement
with the Transit
Network
Improvements, with
some suggested
modifications.

Proposed Plan Changes:

Add Improvements to Fixed-Route Service for peak, off-peak, and weekend service in Brooklyn Park and Annapolis.



Comment Theme – Hubs

What We Heard:

Many people expressed uncertainty about what *hubs* are, why they're important to the transit system, and how the hubs identified in the Plan build on existing hubs throughout the region.

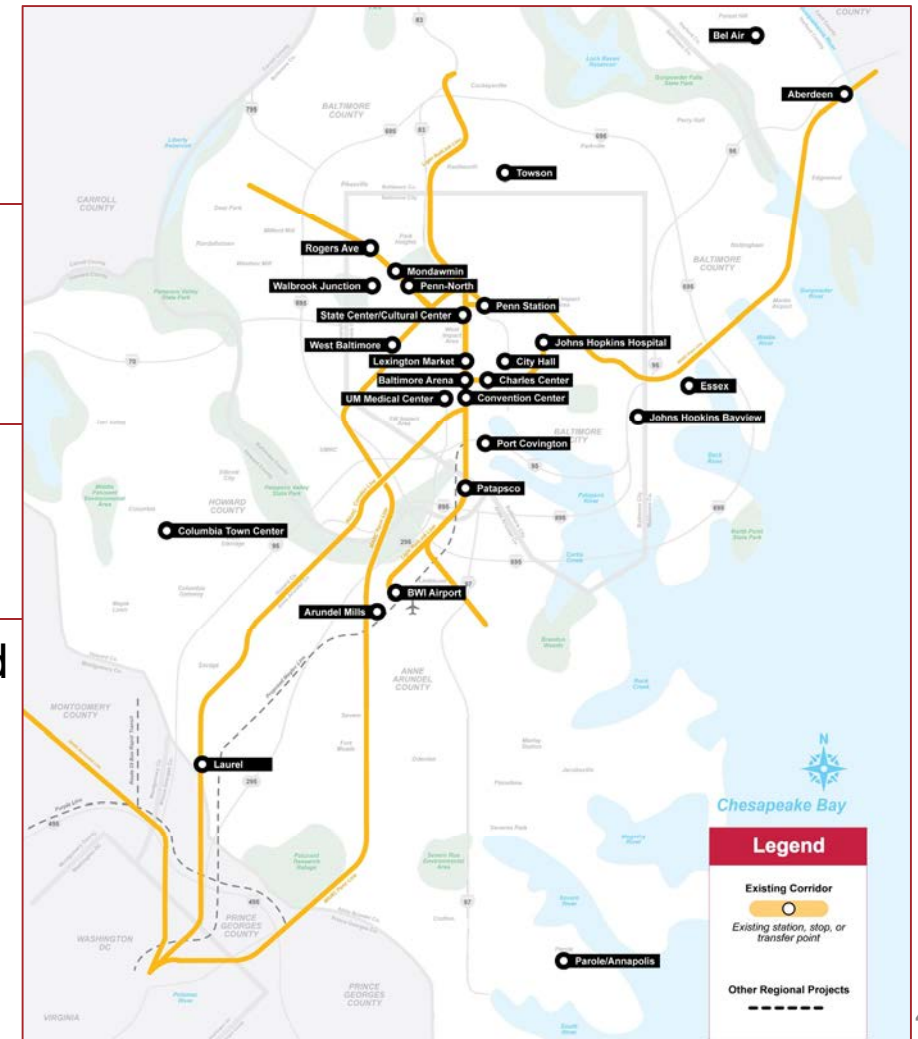
Proposed Plan Changes:

Hubs serve as transfer points for multiple routes where lots of riders access the system

Should include amenities like shelters, benches, real-time information, and CCTV for security

TOD is often centered around a transit hub, though not all hubs are appropriate for TOD

Identified based on existing and projected travel demand where multiple modes, routes, or transit providers intersect; and at terminal stops and stations



Comment Theme – Regional Transit Corridors

What We Heard:

General agreement with the Regional Transit Corridors with some suggested modifications.

Proposed Plan Changes:

Modified Corridor 24: Originally BWI to Laurel; now extends from BWI to Greenbelt

Modified Corridor 4: Originally Glen Burnie to Crofton; now extends from Glen Burnie to Bowie

Modified Corridor 28: Now includes service to New Carrollton



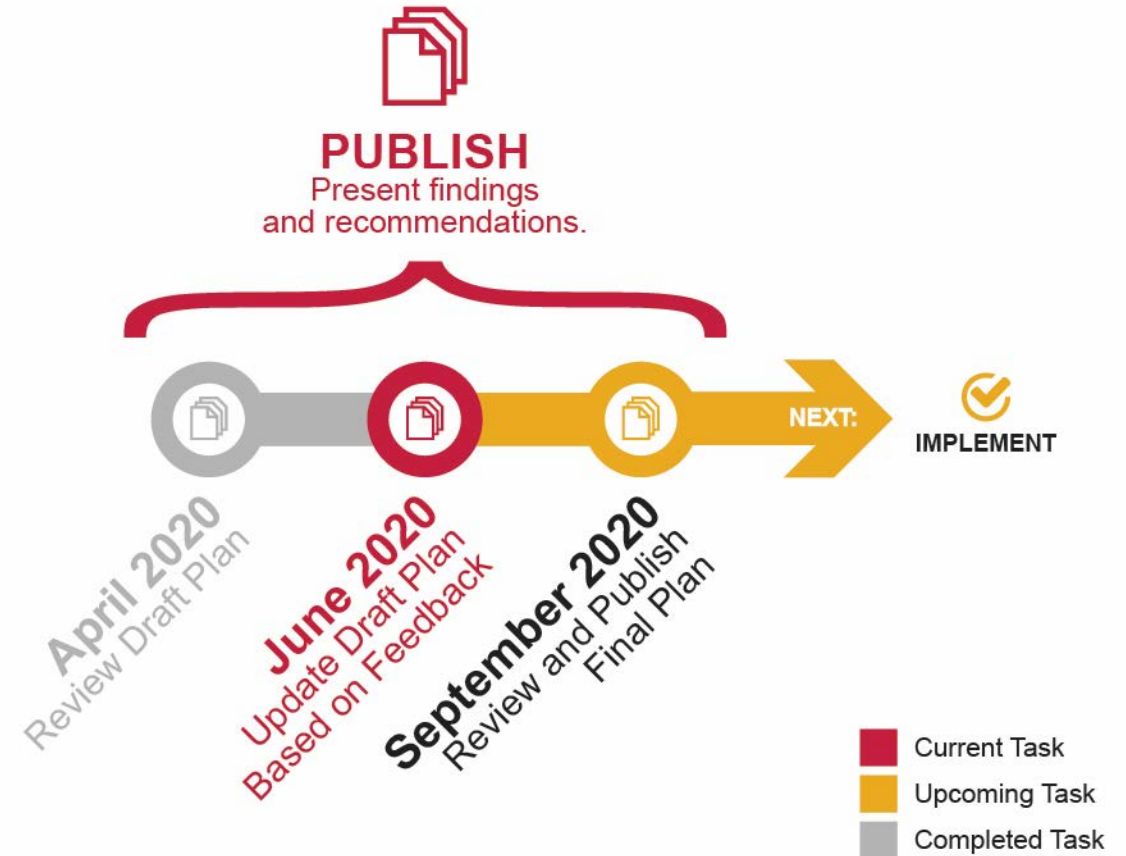


NEXT STEPS

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

Revising and Finalizing the Plan

- Update with revisions discussed today
- Review and incorporate public input received through today
- Publish the Plan by October 1, per legislative deadline
- Publish Technical Reports that elaborate on elements of the Plan and its development



Implementation Plan – Next Steps

- Convene **Implementation Team** (Fall 2020)
 - MDOT MTA
 - LOTS
 - Jurisdictional representation
 - Stakeholders
- **Implementation Coordinator** with additional staff support will be responsible for:
 - Working with Implementation Team to prioritize initiatives outlined in Plan
 - Assigning workgroups and delineating roles/responsibilities to advance the Plan
 - Tracking progress



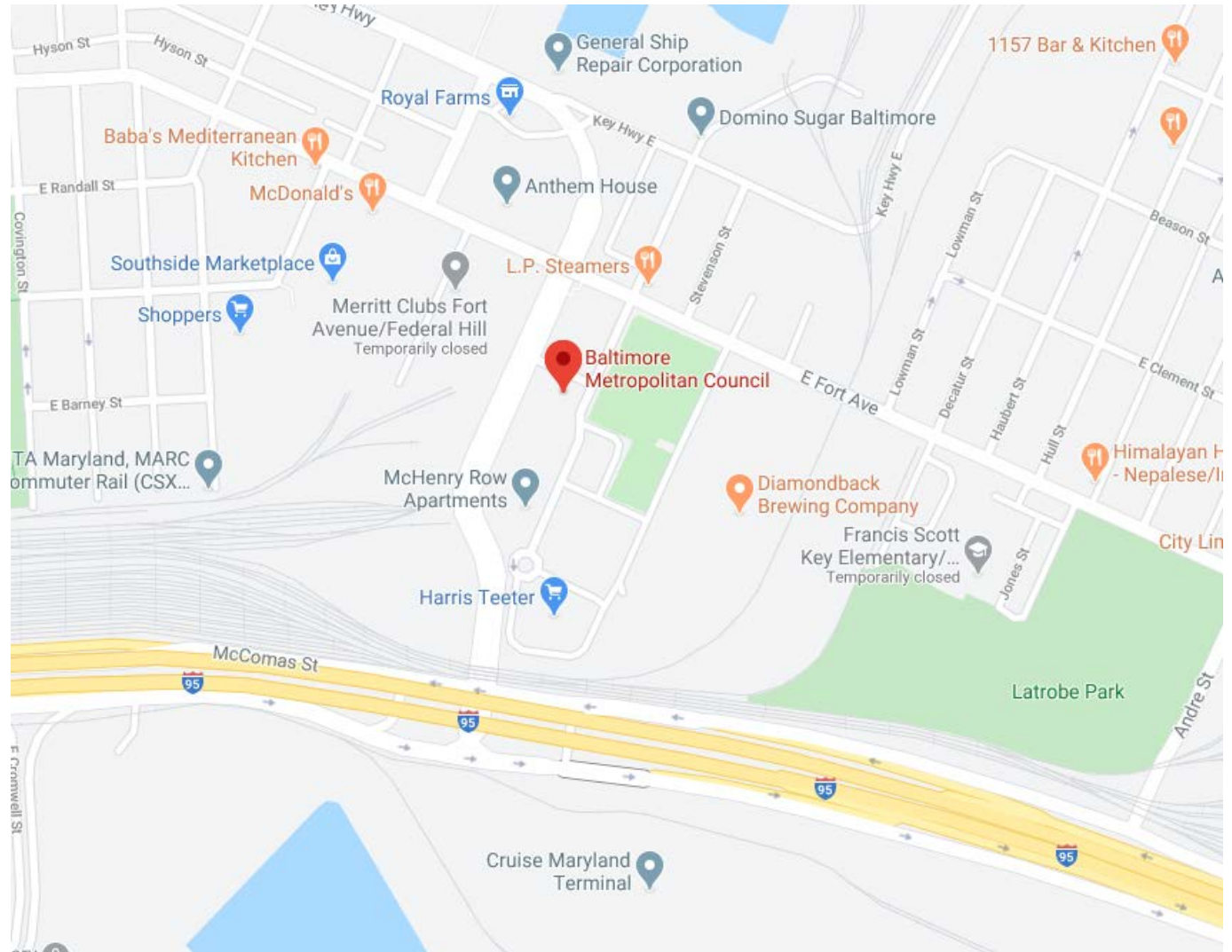
Next Commission Meeting

September 17, 2020

9 AM – 12 PM

**Baltimore Metropolitan Council
1500 Whetstone Way
Suite 300
Baltimore, MD 21230**

If circumstances demand that the meeting be held virtually, arrangements to do so will be shared by September 1.





CLOSE

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