MULTIMODAL TRANSPORTATION BOARD

January 22, 2019
7:00 p.m.

George Howard Building, Columbia-Ellicott Room
3430 Court House Drive, Ellicott City, MD 21043

AGENDA

Regular monthly meeting

1. Approval of Agenda

2. Approval of the November 27, 2018 Minutes

3. Public Comment

4. Announcements/Updates
   i. Office of Transportation Staff Changes
   ii. Land Development Updates
   iii. Old Guildford Road/Patuxent Branch Trail
   iv. Transit Development Plan Implementation
   v. MD 99 Corridor Investigation
   vi. Central Maryland Regional Transit Plan

5. New Business
   i. Priority Letter
   ii. 501 Route
   iii. MTA 201-Stop in Howard County

6. Adjournment

Future MTB Meetings Dates

February 26, 2019
March 26, 2019
Worksession

The Multimodal Transportation Board (MTB) meet to discuss Bus Rapid Transit ideas. The MTB created a list of ideas (see attached) that the Office of Transportation (OoT) will present to the MTA (Maryland Transit Agency) and the new Howard County Executive.

Regular Monthly Meeting

1. **Agenda** (minute :01)

   No objections to the agenda.

2. **October 23, 2018 Minutes** (minute :01)

   Ron Hartman moved to approve the minutes from the October 23, 2018 Multimodal Transportation Board (MTB) meeting. David Cookson noted a grammatical error in the minutes; under item iv. the word “the” needs to be added. “Clive said that [the] Transit Development Plan”.

   Ron Hartman moved to approve the minutes, Astamay Curtis seconded and the motion passed unanimously.

3. **Public Comments** (minute :01)
There were no public comments.

4. **Announcements/Updates** (minute :01)

Clive made the following announcements:

i. **Land Development updates** (minute :01)

Clive informed the MTB members there were no significant updates. Plan changes/updates are marked in red (see attachment).

ii. **Public Hearing on Regional Transportation Agency routes December 13, RTA offices** (minute :06)

Clive is confident that Anne Arundel County will execute the memorandum and advised that the MTB will not have to hold the meeting.

iii. **Public meeting on MD 99 Corridor Investigation December 11, Mt Hebron HS** (minute :09)

During the MTB October 23 meeting, Clive presented a brief overview on the MD 99 Corridor project.

5. **New Business** (minute :10)

i. **Presentation, Jason Quan** (minute :10)

Jason Quan presented the proposed Regional Transportation Agency (RTA) route and service changes (see attachment). Three information sessions will be held to inform riders of the changes. Ron Hartman asked if the proposed changes were currently in the budget. Clive mentioned money is available to implement the changes in the fourth quarter of FY19. The RTA commission will hold a hearing to make a recommendation for the proposed changes and the final decision will go to the Howard County executive.

The proposed changes will affect ten routes, most of them serving Howard County. The plan stemmed from the Transit Development Plan (TDP) completed earlier this year and adopted by the county council. Within the plan were surveys regarding improvements focusing on better reliability and more frequent service.

ii. **Questions/comments from MTB** (1:04 minute)

Astamay Curtis asked if there would be enough vehicles at this point to support service? Glenn, Jason, & Andrew agreed that it would be the same number of vehicles with an increase in service and staffing hours.

Terry Hansen, Howard County Office of Aging, asked if Clive would have an opportunity to speak on the new changes to the transition committee. Clive is sure they will want to know OoT’s priorities.
David Drasin requested item points of the plan. Andrew explained the plan would take 15-20-year-old routes, update with current traffic patterns of today with more frequent service, better routes, shorter headways, and more reliable service.

iii. Questions/comments from the public, staff available to talk individually.

No questions or comments from the public.

6. **Adjournment** (minute 1:11)

Before the adjournment, Rick Wilson provided an update on bus passes. Rick was disappointed that the bus passes have not been better received. 20% of the passes have been used to date. Students are not utilizing the bus passes because they are afraid to use public transportation, find the app difficult to use, & do not feel safe on public transportation. Rick was informed about travel trainers, a free service through Center for Mobility Equity (CME) where riders learn to ride the bus system.

Ron adjourned the meeting at 8:40 pm. The next MTB meeting is scheduled on January 22, 2019.

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12/13/2018
Jason Quan
Executive Secretary

12/13/2018
Lauren Frank
Office of Transportation
### Plan Review Updates for the MTB 11/20/18-1/21/19

**Items in red text are changes/updates since the prior report**

<table>
<thead>
<tr>
<th>Plan Name</th>
<th>Plan Number</th>
<th>Roads/States</th>
<th>Number of Units/Sq. Ft.</th>
<th>Description</th>
<th>Comments</th>
<th>Bike/Ped</th>
<th>Transit</th>
<th>Plan Status / Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devon's Ridge</td>
<td>1-19-047</td>
<td>Mill Columbia Road</td>
<td>80 acres</td>
<td>These plans are for the road constructing and stormwater management plans for Cooks Lane, including sidewalks, the overall plan also includes a shared use pathway along the utility ROW to connect to veterans elementary, which will be shown at the site plan stage.</td>
<td>The plan is currently under review by OOT.</td>
<td>Yes</td>
<td>No</td>
<td>Under review</td>
</tr>
<tr>
<td>Simpson Oaks Trail</td>
<td>5-19-025</td>
<td>Internal-Nature Trail</td>
<td>N/A</td>
<td>Natural surface trail with a large suspension bridge over the river.</td>
<td>The plan was reviewed by OOT and requested resubmission to provide additional information on wayfinding.</td>
<td>Yes</td>
<td>No</td>
<td>12/18-18, Resubmission Requested</td>
</tr>
<tr>
<td>Wilde Lake Multi-use Pathway</td>
<td>5-19-036</td>
<td>Twin Rivers Road</td>
<td>N/A</td>
<td>This is the site plan for a shared use pathway from Governor Warfield Parkway to Wilde Lake Village Center</td>
<td>The plan is in review and we are actively working to ensure the plan reflects the best design standards.</td>
<td>Yes</td>
<td>Yes</td>
<td>Under review</td>
</tr>
<tr>
<td>MWR Producers</td>
<td>5-18-003</td>
<td>Leishaw Road, Gorman Road</td>
<td>94 units</td>
<td>This is a Sketch Plan, the first plan in the development cycle, for a 94 residential unit and development. The project is located on the &quot;MWR Producers&quot; area near MD 219 and Leishaw Road. The applicant is proposing to build the project in three phases with a mix of single family attached and detached homes.</td>
<td>7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is already built, there is no transit service in the area. 9-21-18 After reviewing this development plan, OOT made the following comments regarding transportation: provide bike lanes and sidewalks along Leishaw Road, show/provide detail of the road improvements at the intersection of Gorman Road &amp; Leishaw Road, add a second entrance to the development, provide pathway connections that connect to schools and internal road connections to optimize the flow of traffic.</td>
<td>Y</td>
<td>N</td>
<td>7-24-18 The plan is still under review, but we expect to approve the plan. 9-21-18 Resubmission Requested. Plan submitted, pathways through project to schools, sidewalk on Graeloch to connect to Hammond school campus.</td>
</tr>
<tr>
<td>Oxford Square - Parcel HY - Bristol Court and The Yards</td>
<td>5-18-055 and 5-18-019</td>
<td>Coca Cola Drive, CSX Tracks</td>
<td>7500 units, 190,000 sq. ft.</td>
<td>These are resubmission of earlier plans for two parts of Oxford Square, a 90 acre mixed use project, located near the intersection Coca Cola Drive and MD 100, with a final build out of just under 1,500 residential units and 100,000 square feet of commercial/retail space,</td>
<td>7-24-18 OOT requested the developer to provide information for a pedestrian connection, and the shuttle service from Oxford Square to the Devon MARC Station. 9-21-18 The developer has resubmitted the plans to the county for review, however OOT's comment has not been addressed. Following discussion with applicant, OOT has approved the plans.</td>
<td>Y</td>
<td>N</td>
<td>7-24-18 Resubmission Requested. OOT approved the plans.</td>
</tr>
<tr>
<td>Brightview Senior Living</td>
<td>5-19-032</td>
<td>Martin Road</td>
<td>80 Units</td>
<td>This development is for a senior living development located at Martin Road and Seneca Drive. OOT commented at the Zoning Board (ZB) case which allowed the property to be rezoned from R-12 (Residential) to Community Enhancement Floating (CEF).</td>
<td>11-19-18 The plan is being reviewed by OOT Staff. At the 28 stage, OOT requested the applicant: update the existing pathways at Martin Road Park to AASHO standards, provide on street parking and bike racks, provide bike lanes along Martin Road, build crosswalks along Martin Road, and supply a bus shelter.</td>
<td>Y</td>
<td>Y</td>
<td>11-19-19 The plan is still under review. Revised plans submitted and approved by OOT on 1-17-19</td>
</tr>
<tr>
<td>Eden Brook</td>
<td>5-18-003</td>
<td>Guilford Road</td>
<td>24 Units</td>
<td>This development is for 24 age restricted townhomes. The property is currently zoned R-12 (Residential), with frontage along Guilford Road and Eden Brook Drive.</td>
<td>3-19-18 OOT is currently reviewing the plans. Comments will be provided at the next MTB Meeting.</td>
<td>Y</td>
<td>Y</td>
<td>11-19-19 The plan is still under review. Revised plans submitted on 1-18-19, under review.</td>
</tr>
<tr>
<td>Month/Plan</td>
<td>Plan Name</td>
<td>Plan Number</td>
<td>Roads/Details</td>
<td>Number of Units</td>
<td>Description</td>
<td>Comments</td>
<td>Bike/Ped</td>
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<tr>
<td>Jul-18</td>
<td>Sheppard Lane Road Improvements</td>
<td>F-18-009</td>
<td>Sheppard Lane, MD 108</td>
<td>N/A</td>
<td>Road plans for the realignment of Sheppard Lane at MD 108 and are linked to the River Hill Square development project and the proposed Erickson Senior Living. These projects will be providing shared use paths along their frontages along MD 108 as per the Clarksville Streetscape Design Guidelines.</td>
<td>7-24-18 We will be reviewing the plans to ensure the designs are consistent with the Clarksville Streetscape Design Guidelines. 8-21-18 OOT requested the developer provide the following improvements: a safe crossing to get across MD 108 at the Sheppard Lane intersection, reserving space for a future transit stop, ensuring the proposed pathway meets AASHTO standards, and provide a safe crossing at the entrance of River Hill Square.</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Jul-18</td>
<td>The Village at Town Square</td>
<td>F-18-004</td>
<td>Resort Road, Turf Valley</td>
<td>53 units</td>
<td>This is a 53-unit development, with 92 townhouses and 81 apartments in the Turf Valley development. The project is located on Resort Road, a fully built road developed under previous road plans for Turf Valley</td>
<td>7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is already built, there is no transit service in the area</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Jul-18</td>
<td>Potter Place</td>
<td>S-18-008</td>
<td>Port Capital Drive across from Blackbird Lane.</td>
<td>26 units</td>
<td>This project proposes 26 condo units in three buildings located at Port Capital Drive across from Blackbird Lane. The project will provide lead-in and internal sidewalks. There are existing sidewalks on Port Capital Drive.</td>
<td>7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is nearly built there is no transit service in the area</td>
<td>N</td>
<td>N</td>
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<tr>
<td>Sep-18</td>
<td>Cubesmart Storage Building</td>
<td>SOP-19-004</td>
<td>35.1, Montgomery Road</td>
<td>111,625 SF</td>
<td>This site development plan is for a three-story self storage building (111,625 SF) at the intersection of US 1 &amp; Montgomery Road. The current property is zoned M-1 (manufacturing). As part of the site development plan, the developer is showing sidewalk along Montgomery Road, a 10’ multi-use path along Washington Blvd, and a marked cross walk across the driveway.</td>
<td>OOT will be requesting the developer to extend the sidewalk along Montgomery Road to the property line and OOT is working with SHA to determine how a crosswalk across Montgomery Road could be implemented.</td>
<td>Y</td>
<td>N</td>
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<tr>
<td>Sep-18</td>
<td>Magnolia Manor West</td>
<td>SOP-19-032</td>
<td>Old Scaggsville Road</td>
<td>6 units</td>
<td>This development is for 7 single family homes off MD 216 (Old Scaggsville Road.) The developer has provided road improvements along the frontage of the property and proposed internal sidewalks. This development is apart of the a much larger development (Magnolia Manor, 61 lots) which is located on the other side of MD 216.</td>
<td>OOT has no issues/concerns with the development shown on this plan. The developer addressed OOT’s comments in prior review phases.</td>
<td>N</td>
<td>N</td>
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<tr>
<td>Oct-18</td>
<td>Maple Lawn South Phase II</td>
<td>SOP-17-052</td>
<td>Maple Lawn South Boulevard to Murphy Road</td>
<td>100 units</td>
<td>This plan is for the balance of units in Maple Lawn South. The developer has provided road improvements (bike lanes, and sidewalks) along Old Scaggsville for the first phase. The developer provided sidewalks throughout the development.</td>
<td>OOT has no issues/concerns with the development shown on this plan. The developer addressed OOT’s comments in prior review phases.</td>
<td>N</td>
<td>N</td>
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</tbody>
</table>

Notes:
Projects less than 20 dwelling units and small non-residential projects are not included on this report unless there are significant transportation issues.
Approved means OOT recommends approval.
<table>
<thead>
<tr>
<th>Route</th>
<th>Existing</th>
<th>Proposed</th>
<th>RTA Staff Recommendation</th>
<th>Central Maryland Transportation &amp; Mobility Commission Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route 401 - Clary's Forest - Columbia Mall</strong></td>
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</tbody>
</table>
| Weekday | - 30 min. frequency during morning and afternoon peak  
- 1 hour frequency between 10 am and 2 pm; 6 pm and 11 pm | - Adds 1/2 hour frequency during mid-day and early morning peak | Implement as proposed. | |
| Saturday | - 1 hour frequency all day | - Adds 1/2 hour frequency between 8:00 am and 6:00 pm | | |
| Sunday | - 1 hour frequency all day | - Ends 1 hour later | | |
| **Route 403 - Dorsey Search VC to Columbia Mall** | | | | |
| Weekday | - Used to be part of Route 405  
- 1 hour frequency during the day  
- 2 hour frequency after 6 pm | - Hourly service all day  
- Extends service to Selborne House from 8pm to 10 pm | Implement as proposed. | |
| Saturday | - Used to be part of Route 405  
- 1 hour frequency during the day  
- 2 hour frequency after 6 pm | - Extends service to Selborne House from 6 pm to 8 pm  
- Hourly service all day | | |
| **NEW Sunday** | - No Sunday service | - 9:30 am to 5 pm  
- Hourly frequency. | | |
| **Route 404 - Hickory Ridge to Columbia Mall** | | | | |
| Weekday | - Serve both Hickory Ridge and Kings Contrivance  
- Hourly service during the day  
- 2 hour frequency after 6 pm | - Serves Hickory Ridge  
- Kings Contrivance to be served by Route 414  
- Hospital served by Route 401  
- 1 hour frequency all day | Based on rider feedback, staff recommends realigning the proposed route to serve the hospital and exterior stops at Howard Community College. In addition, we recommend serving the Robinson Nature Center on an "on-demand" basis Wed. - Sun. during business hours. | |
| Saturday | - Hourly service during the day  
- 2 hour frequency after 6 pm | - 1 hour frequency all day | | |
| Sunday | - 2 hour frequency all day | - 1 hour frequency all day | | |
| **Route 405 - Ellicott City to Columbia Mall** | | | | |
| Weekday | - A and B Loops (counter clockwise and clockwise)  
- 50 minute ride time | - Elimination of A & B Loop  
- Replaced by single Ellicott City Loop; Loop does not operate after 6 pm  
- Dorsey's Village will be served by Route 403  
- 35 minute ride time between Ellicott City and Columbia | Implement as proposed. | |
| Saturday | - Service ends @ 8 pm | - Extends to 10 pm | | |
| **NEW Sunday** | - No Sunday Service | - 9 am and 6 pm  
- 1 hour frequency  
- Loop does not operate on Sunday. | | |
| Weekday | - Operates via 175, Long Reach to Columbia Crossing, Dobbin Center, Snowden Square, & Gateway
- 45 minute ride time to Snowden Square
- 5:30 am to 11:00 pm | - More direct alignment via Broken Land Pkwy
and Snowden River Pkwy
- 30 minute ride time to Snowden Square
- No longer goes through Long Reach or serves
Columbia Crossing & Dobbin Center - will be
served by Route 408
- Shorter span, 6:45 am to 6:00 pm | Implement as proposed. |
| Saturday | - 7:30 am to 10:00 pm
- 2 hour frequency after 6 pm | - No Saturday service
- To be picked up by Route 408 | Implement as proposed. |
| Sunday | - 10 am to 6:00 pm
- 2 hour frequency | - No Sunday service
- To be picked up by Route 408 | Implement as proposed. |

**Route 407 - Kings Contrivance to Columbia Mall**

| Weekday | - 1 hour frequency
- Serves Columbia Medical Plan | - 1/2 hour service to Owen Brown; Kings
Contrivance will maintain at 1 hour service
- Columbia Medical Plan served by Route 408 | Implement as proposed. |
| Saturday | - 2 hour frequency after 6 pm | - 1/2 hour service to Owen Brown; Kings
Contrivance will maintain at 1 hour service. | Implement as proposed. |
| Sunday | - 2 hour frequency all day | - 1 hour service all day | Implement as proposed. |

**Route 408 - Sherwood Crossing to Columbia Mall**

| Weekday | - Service to MD Food Center via Oakland Mills, Long Reach, and Sherwood Crossing
- 2 hour frequency after 6:30 pm | - More direct route to Columbia Crossing and
Sherwood Crossing
- Adds connection to Snowden Square
- Oakland Mills will be served by Route 407
- Route will no longer terminate at MD Food
Center
- MD Food Center will be served by Routes 409
and 501
- 30 minute frequency to Columbia Crossing
during the day; 1 hour frequency to Sherwood
 Crossing all day
- Carrage House Lane stops will no longer be
served | After the Public Hearing, staff
recommends an adjustment to the route
408 which would serve Columbia
Crossing and Dobbin Center. In addition,
two new routes would be developed
(Route 402 and 412) to supplement
service to Columbia Crossing and Dobbin
Center. | Implement as recommended by RTA staff. |
| Saturday | - 2 hour frequency all day | - 30 minute frequency to Columbia Crossing
during the day; 1 hour frequency to Sherwood
 Crossing all day | Implement as proposed. |
| NEW Sunday | - No Sunday Service | | |

**Route 409/409B - Town Centre Laurel to Elkridge Shopping Center**

| Weekday | - Route 409: Town Centre Laurel to Elkridge SC
- Route 409: 6 am to 10:00 pm
- Route 409B: North Laurel Community Center to MD Food Center
- Route 409B: 6 am to 6 pm | - Combines both Routes 409 and 409B into one
route
- Route 100 Industrial Park and Dorsey MARC
Station will no longer be served
- Service ends at 7:00 pm
- North Laurel Community Center no longer
served 409 will continue to be serve by Route
503 | Implement as proposed. |
<p>| | | Important: The Commissioners representing the City of Laurel and Prince George's County did not support ending |</p>
<table>
<thead>
<tr>
<th>Day</th>
<th>Route 409: 2 hour frequency all day</th>
<th>Route 409B: 1 hour frequency all day</th>
<th>- Reduced hours in the evenings</th>
<th>Service at 7 pm. Span of service will be reassessed in the future based on demand and funding availability.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>- No Sunday service</td>
<td>- No Sunday service</td>
<td>- No Sunday service</td>
<td>Implement as proposed.</td>
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<tr>
<td>Route 414 - Kings Contrivance to Columbia</td>
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<tr>
<td>Weekday</td>
<td>- Used to be part of Route 404</td>
<td>- Separate route for direct connection and shorter ride time.</td>
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<td>- Service to 9 pm</td>
<td>- 25 min. between Kings Contrivance and Columbia Mall</td>
<td>Implement as proposed.</td>
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<td></td>
<td>- 45 min. between Kings Contrivance and Columbia Mall</td>
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<tr>
<td>Saturday</td>
<td>- Saturday service on Route 407</td>
<td>- Sunday service on Route 407</td>
<td>Implement as recommended by RTA staff.</td>
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<tr>
<td>Route 501 - Arundel Mills to Columbia</td>
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<tr>
<td>Weekday</td>
<td>- via Broken Land Pkwy and Snowden River Pkwy</td>
<td>- via 175 for a more direct routing</td>
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<td></td>
<td>- 1 hour frequency all day</td>
<td>- 30 min. frequency between Snowden Square and Columbia Mall during the day</td>
<td>Staff recommends maintaining the 60 min. frequency on the 501. This service area will be supplemented by the NEW Route 402 and 412 which will provide 1/2 service between Columbia Mall and Dobbin Center.</td>
<td></td>
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<tr>
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<td>- 1 hour frequency between Arundel Mills and Columbia Mall</td>
<td>Implement as recommended by RTA staff.</td>
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<tr>
<td>Saturday</td>
<td>- 1 hour frequency all day</td>
<td>- 30 min. frequency between Snowden Square and Columbia Mall during the day</td>
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<tr>
<td></td>
<td></td>
<td>- 1 hour frequency between Arundel Mills and Columbia Mall</td>
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<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>- 2 hour frequency all day</td>
<td>- 1 hour frequency all day</td>
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</tbody>
</table>

**Reduced service hours on Christmas Eve, New Year's Eve and Thanksgiving Eve.**

- Regular service hours on Christmas, New Year's and Thanksgiving Eve's.
- End service early on the day before Christmas, New Year's and Thanksgiving.
- Staff recommends reducing service to 9 pm on Christmas Eve.

Implement as recommended by RTA staff.
MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland. This plan will define public transportation goals over the next 25 years for Baltimore City and the following surrounding counties: Anne Arundel County, Baltimore County, Harford County, and Howard County.

**VISION FOR MOBILITY**

The plan will provide a regional vision for mobility that reflects our rapidly changing world. We travel in different ways than we did just 10 years ago. The sharing economy—with ridesharing options, motorized scooters, and bikeshare—provides new alternatives. Mobility apps provide multimodal and real-time information about transportation options, so that we can make choices that work for us.

MDOT MTA will be working with the public and with a broad range of partners, including a Commission, local governments, and other transit providers to develop this plan.
VISION FOR DESTINATION

The places we go have changed. In the past jobs and shopping were in downtown Baltimore; now many of these destinations have moved out of downtown. Suburban land uses are less dense and therefore less supportive of traditional transit services. Now is the time to improve the existing services while exploring new solutions.

The Plan will focus on seven topics; some will provide a better understanding of what transit resources exist, while others will explore opportunities to improve mobility.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Good Repair</td>
<td>Identify the level of reinvestment needed to maintain the existing transit services in Central Maryland.</td>
</tr>
<tr>
<td>Service Quality and Integration</td>
<td>Evaluate existing transit services and identify potential improvements to make it easier to travel around in the Central Maryland region.</td>
</tr>
<tr>
<td>Corridors of Opportunity</td>
<td>Identify existing and potential corridors that could benefit from additional transit investment.</td>
</tr>
<tr>
<td>Funding</td>
<td>Identify funding and financing strategies to support regional mobility services based on best practices and regional analyses.</td>
</tr>
<tr>
<td>Customer Experience</td>
<td>Identify ways to improve the experience of using transit—from planning a trip to reaching a destination—through new technologies, improved amenities, and better customer service.</td>
</tr>
<tr>
<td>Access</td>
<td>Work with MDOT MTA's partners so the areas served by transit are safe, comfortable, and convenient for people and businesses who use the region's transit options to live, work, and prosper.</td>
</tr>
<tr>
<td>New Mobility</td>
<td>Assess the new mobility options available in the Baltimore region (e.g., bikeshare, scootershare, carshare, rideshare, autonomous vehicles, microtransit) and identify opportunities and challenges associated with leveraging these services to meet regional mobility needs.</td>
</tr>
</tbody>
</table>