

GET 
MARYLAND
 **MOVING**

**2019
CAMPAIGN**

What is **GET** **MARYLAND** **MOVING**

- Coalition of business, labor, non-profits, and transit riders advocating for inclusive, equitable and accountable transit
- Successful campaigns
 - 2013 to increase the Maryland gas tax
 - 2017 to repeal the MTA's farebox recovery mandate

What is **GET**  up to in
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- For the first time in a generation, greater Baltimore has an opportunity to address the region's transit needs!
- In 2018, the General Assembly passed legislation that requires the Maryland Transit Administration to complete a Central Maryland Regional Transit Plan

Why does **GET**  care?
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Regardless of your primary mode of transportation - car, transit, bike, or walk - no one can deny that we are in need of a 21st century transit system to serve this area.

The growth of our economy depends on workers having access to jobs that are accessible by means other than driving.

OK, **GET**  , but why should I care? ?
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- A strong transit plan helps greater Baltimore prioritize projects, win federal funding and attract private sector investment
- The Regional Transit Plan is an opportunity to produce better outcomes that are directly related to transportation such as...

OK, **GET**  , but why should
MARYLAND I care? ?
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- Among the 100 largest counties in the U.S., Baltimore City children have the worst odds of escaping poverty.
- Transportation sector is the largest source of greenhouse gas emissions in Maryland
(and greater Baltimore is a nonattainment area under the Clean Air Act - too many days when ground level ozone is harmful to human health)

OK, **GET**  , but why should
MARYLAND
 **MOVING** I care? ?

Within an hour's commute the typical resident of greater Baltimore can reach 100 percent of the region's jobs by car,

but only 9 percent of the region's jobs by transit.

What are **GET** **MARYLAND** 2019 **MOVING** objectives?

- Launch 2019 campaign
- Grow GMM membership
- Raise funds for an effective campaign
- Populate the Regional Transit Plan Commission with people who will fight for a strong transit plan
- Engage the counties and Baltimore City to support a strong transit plan
- See the MTA define clear, measurable goals for the plan

What **GET**  is not...
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- The Coalition won't create the Regional Transit Plan (that's the role of the MTA!)
- It will won't replace the legislated Commission
- The Coalition won't set its sights on the plan document itself; it will set its sights on the measurable changes resulting when a well-designed plan is implemented

How YOU can get
involved with

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- The 2019 coalition is forming NOW. We will formally launch our new campaign
- The best ways to learn more about the Get Maryland Moving coalition are to follow it on Facebook @GetMDMoving and/or Twitter @GetMDMovingNow for updates in the coming weeks!

How YOU can get
involved with

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If you'd like to get involved or make a contribution toward our fundraising goals, talk to me!

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REFERENCE SLIDES



Summary of HB 372 provisions regarding the regional transit plan

- By October 1, 2020, the Maryland Transit Administration shall prepare a Central Maryland Regional Transit Plan to “meet the transit needs of the core service area.”
- The core service area is defined as the area of Anne Arundel County, Baltimore City, Baltimore County, Harford County, and Howard County that is served by Light Rail, Metro, or fixed bus route service. (MDOT may also include other areas “in which the population commutes to” the counties above “in order to use Light Rail, Metro, or fixed bus route service.”)

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- The regional transit plan shall:
 - Define goals for outcomes to be achieved through transit;
 - Identify options for (1) improving existing transportation assets, (2) leveraging non-MTA assets to improve transit, and (3) locating corridors for new transit assets;
 - Prioritize corridors for planning new transit assets;
 - Evaluate the plan's consistency with local land use and transportation plans;
 - Be updated every five years; and
 - Address a 25-year time frame.
- The MTA must consult with the Baltimore Metropolitan Council and the Central Maryland Regional Transit Plan Commission when preparing the plan.

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- The Commission is made up of 11 members

Criteria	Appointed by
County Executive of AA Co (or designee)	CE of AA Co
Mayor of Baltimore City (or designee)	Baltimore City Mayor
County Executive of Baltimore County (or designee)	CE of Baltimore Co
County Executive of Howard County (or designee)	CE of Howard Co
County Executive of Harford County (or designee)	CE of Harford Co
Representative from Central Maryland “business or transportation” organizations	Senate President
Representative from Central Maryland “business or transportation” organizations	House Speaker
Representative from a “business organization”	Governor
Representative from the Citizen Advisory Council	Governor
Representative from a “disabled riders group”	Governor
Representative from the MARC Riders Advisory Council	Governor

- The Commission has two roles: to “participate in the development of a strategy for meaningful public involvement” with the plan and “participate in the development of the goals for outcomes” of the plan

MTA's SCHEDULE

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Commission & Outreach Schedule

2019

2020

