

Access to Opportunity

A Microtransit Pilot Project



MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION



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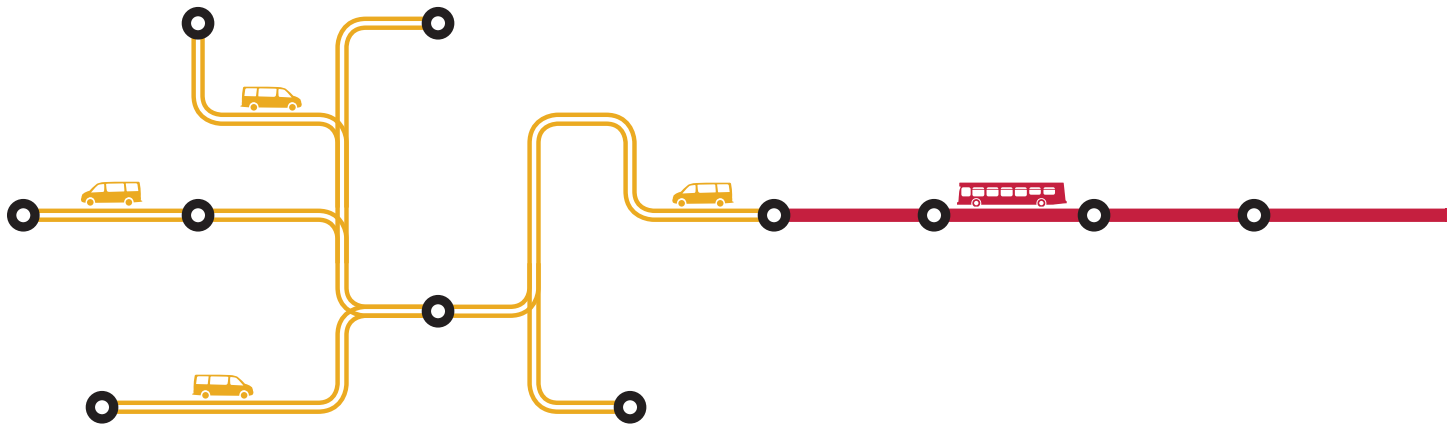
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● PROPOSAL CONTACT

HOLLY ARNOLD

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● BACKGROUND

Over the past thirty years, Baltimore's population has rapidly declined, businesses have moved to suburban campuses outside the city, and low-income neighborhoods have experienced disinvestment and high unemployment. Since 1970, Baltimore City's employment base has shrunk by 28.5 percent, while suburban job centers have experienced over 180 percent growth¹.

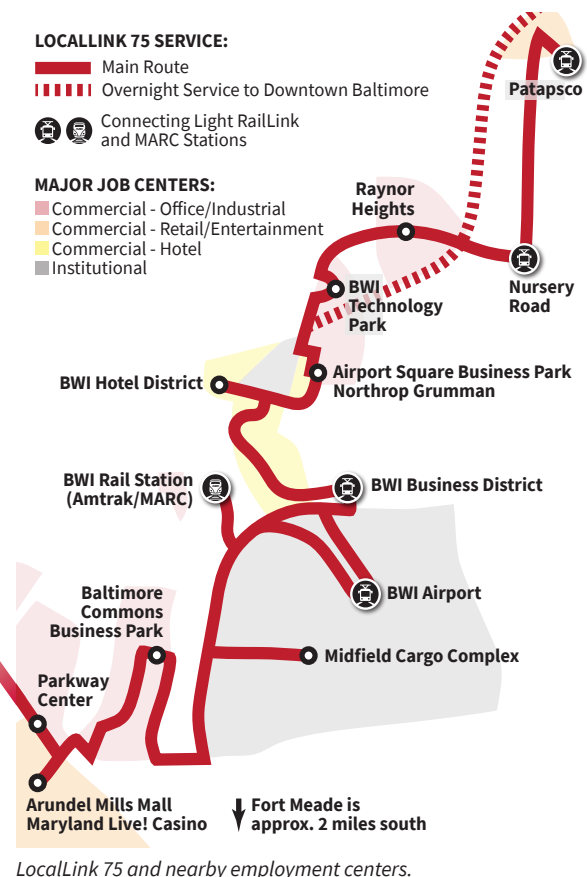
These changing land use patterns have required many Baltimore City residents to commute to suburban job centers, and many of these employees rely on transit for their commute. Connecting Baltimore City residents to jobs is essential to preserving and improving Baltimore's economic vitality. However, the provision of safe, efficient and reliable public transportation between city residents and suburban employers has proven to be a challenge.

One of the most significant suburban employment clusters in the Baltimore region is in northern Anne Arundel County, less than ten miles south of residential neighborhoods in Baltimore City. More than 100,000 people are employed in jobs loosely clustered near BWI Thurgood Marshall Airport, Maryland's busiest airport; Maryland Live! Casino and Hotel at Arundel Mills, a top entertainment and shopping attraction; and Fort George G. Meade, a military installation with \$17 billion of economic activity.

Given the abundance of mid-skilled jobs in the area, the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) operates the LocalLink 75 (LL75), a fixed-route bus service, through northern Anne Arundel County's multiple but disconnected job centers. The existing land use patterns present a challenging landscape for the operations of a fixed-route bus service, resulting in infrequent trips and a circuitous alignment that does not meet the needs of commuters.

MDOT MTA seeks technical assistance to create an *Access to Opportunity Business Plan* to develop an innovative microtransit pilot project between Baltimore City and Anne Arundel County that responds to the schedules of shift workers in the region, attracts latent ridership, and enhances safety, accessibility, and affordability for all riders.

A Request for Information (RFI) in early 2016 solicited ideas for a microtransit pilot project in the Baltimore region, but responses raised questions requiring further research that has since been conducted and summarized below.



1 **The Last Mile: Final Report.** Central Maryland Transportation Alliance. May 1, 2014.

● MOBILITY NEED

The Baltimore region has been experiencing central-city job loss and suburban job growth for the past five decades, making transit connections to suburban job centers an essential element in supporting employment for city residents.

The need for better first/last mile service between suburban high-opportunity employment areas and areas of high unemployment and poverty in the Baltimore region is well documented. In 2016, The Opportunity Collaborative, a consortium of local, regional and state governments, universities, anchor institutions, and non-profits, surveyed Baltimore's unemployed population and found that three of the top seven barriers to finding work were transportation-related.

A quarter of the respondents specifically cited the inability to get to work using public transit. Additionally, a study conducted by the Central Maryland Transportation Alliance (CMTA) and BWI Business Partnership showed that this is largely a first/last mile issue, with survey respondents overwhelmingly stating, "Transit doesn't get me where I need to go."

While Baltimore has one of the highest unemployment rates of urban jurisdictions in the United States, it sits next to northern Anne Arundel County, a suburban job center that leads the state in new job creation and job density². Anne Arundel County experienced the largest employment growth in absolute terms in Maryland, with an increase in 104,300 jobs since 1990. Between 1990 and 2015, employment in Baltimore City decreased by 21.6 percent, while employment in Anne Arundel County grew by 43.9 percent³.

Employment growth in the county is forecast to further grow by 24 percent by 2040, propelled by the increasing volume of travel at BWI Airport, sustained popularity of the Maryland Live! Casino, expansion of the National Security Agency facility, and addition of other retail and office space⁴. Given that these facilities are located within ten miles of Baltimore City, the employers in northern Anne Arundel County provide important job opportunities for Baltimore City residents.

The suburban geography and the schedule demands of this 24-hour job center make it a challenging commute pattern to efficiently solve with traditional bus service. BWI kiosk and concourse shifts start as early as 3:45 a.m., and the Maryland Live! Casino shifts start at 4:00 a.m. These job centers employ mid-skilled workers to do shift work, and shifts may change based on last-minute shipments or late flights. This work demands a high level of reliability on the part of employees to get to and from work on time.

MDOT MTA strives to meet the needs of area employees; however, land use, development patterns, and varying employer shift schedules have made it difficult to provide reliable transit service for riders in a way that effectively addresses work schedules or at desired frequencies.

Data on current ridership trends on the fixed-route service in this area uncovers inefficiencies that prove the need for a new model of transit. LocalLink 75 has its highest ridership during off-peak hours,

² *Employment By Race and Place: Snapshots of America*. Brookings Institution. February 28, 2017.

³ *The Transit Question: Baltimore Regional Transit Needs Assessment*. Baltimore Metropolitan Council. October 2015.

⁴ Ibid.

which indicates that the route is most likely serving shift-dependent industries, rather than jobs with traditional peak-hour commutes. Workers traveling the full length of the line to Arundel Mills experience an hour-long ride, a ride that would take 14 minutes in a private vehicle, illustrating the circuitousness of the route. Most workers transfer from other lines or modes, and experience commute times upward of 2 hours.

While LocalLink 75 provides 24-hour service to reflect the off-peak schedules of riders, the bus only comes once per hour, which is inconvenient to riders whose shifts do not correspond with the limited bus schedule. Bus operators also do not have the flexibility to communicate with employers if shifts are running long.

LocalLink 75 currently has relatively low ridership, and microtransit vehicles may prove a better fit for demand. When compared to all other routes in the bus network, LocalLink 75 operates at just 40 percent of the average MDOT MTA weekday bus ridership. This equates to just over 1,100 passengers per day, compared to a systemwide average of 2,600 passengers per day. Furthermore, LocalLink 75's average load capacity never exceeds 50 percent on a typical day; rather, the passenger trips along this route are spread throughout the day.

This suggests that smaller buses, shuttles, or vans would be more efficient in providing service to these riders. Further, a microtransit system could be altered to better reflect the shift patterns of passengers. This improved frequency and reliability for employees may increase ridership over the long term, as employees could now find reliable transit to work.

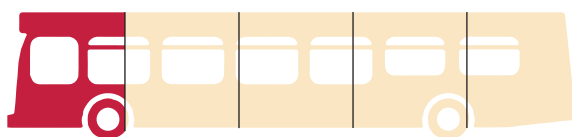
Additionally, LocalLink 75 does not provide direct access, within a quarter mile, to most major employers in the area. Microtransit offers an opportunity to address the overwhelming requests for first/last mile solutions from our community partners.

It is vital that MDOT MTA apply new transportation solutions to this mobility gap between the ready workforce residing in the city and these job clusters in suburban northern Anne Arundel County. Providing a right-sized transit service with increased reliability and frequency would support residents in maintaining and gaining employment.

MDOT MTA therefore seeks to implement an innovative demand-responsive solution to provide a flexible transit service that accommodates varying work schedules within the South Baltimore region.

Employers With Shift/ Hourly Work	Employees	Hours of Operation	Bus Stop Proximity
Major Employers			
Fort Meade*	5,000	24 Hours	2 Miles
Live! Casino	3,200	24 Hours	0.4 Miles
BWI Airport	10,000	24 Hours	Adjacent
Sample of Area Hotels			
BWI Marriott	150	24 Hours	0.4 Miles
BWI Hyatt	60	24 Hours	Adjacent
Sample of Area Retailers			
Costco	180	4AM - 11PM	1.3 Miles
Best Buy	70	6AM - 12AM	0.3 Miles

**Note that Fort Meade employs approximately 55,000 individuals, of which about 5,000 work shifts or overnight.*



Only 21 percent of the average bus' capacity on LocalLink 75 is currently utilized. Smaller vehicles could be more efficient.

● PROJECT IDEA

MDOT MTA, with support from the Baltimore Metropolitan Council, National Center for Smart Growth, the South Baltimore Gateway Partnership, and other partners, ***proposes to develop an Access to Opportunity Business Plan for microtransit that replaces the existing LocalLink 75 fixed-route bus service between a high-opportunity job center and a low-income residential population.***

MDOT MTA will develop up to three service concepts to address key questions regarding service mix, fleet composition, operating plans, technology, and private sector partnerships. The concepts will provide short, medium, and long-term recommendations with implementable strategies to connect people to jobs at the frequency, time of day, and destinations necessary for sustained employment.

Recent microtransit pilot projects across the United States have also provided both inspiration and lessons learned to guide MDOT MTA's consideration of microtransit options:

Transit Agency	Private Sector Entity	Pilot Project Features
Phoenix Public Transit Department ⁵	Lyft	<ul style="list-style-type: none">• First/last mile solution for existing fixed-route bus network• 20 percent discount on Lyft rides to/from bus stops
Cuyahoga County ⁶	Enterprise VanShare	<ul style="list-style-type: none">• Vanpool for door-to-door travel outside of the transit service area• Service scaled to demand (6 to 15 person capacity)• Transit agency subsidizes the service \$0.30 per mile
Alameda-Contra Costa Transit District ⁷	N/A	<ul style="list-style-type: none">• Reservation-based service with cutaway buses replacing fixed-route service• Vehicles stop only at origins and destinations reserved by riders• Faster service due to smaller vehicles skipping fixed-route stops

Success will be measured against a baseline assessment of existing transit service by using the following key performance indicators:

- Alignment with MDOT MTA's safety, reliability, efficiency, and customer service objectives
- Increased number of residents in walking distance from transit service
- Increased number of direct connections to employment centers
- Increased transit ridership in the project area
- Increased utilization of rolling stock seating capacity
- Extension of service operating hours to increase transit access for shift workers
- Avoidance of passenger fare increases
- Retention of both cash and electronic fare payment options
- Operating cost savings over the no-build scenario
- Enhanced levels of service for older adults and individuals with disabilities
- Enhanced ability to respond to regional emergencies (bridging service or airport disruptions)
- Positive or neutral impact on regional air quality conformity

Community outreach will be vital to the pilot project, and significant outreach has already been conducted and documented across numerous regional and local studies and plans, punctuated by

5 ***First Mile, Last Mile: Phoenix PTD and Lyft Partnership.*** Shared Use Mobility Center Policy Database. Phoenix, Arizona, 2017.

6 ***Enterprise VanShare Partnership.*** Shared Use Mobility Center Policy Database. Cuyahoga County, Ohio, 2017.

7 ***AC Transit RFP for Demand-Responsive Flex Services.*** Alameda and Contra Costa Counties, California, 2015.

direct interviews with employers and employees in the project area. These studies and plans, along with several initial geospatial, operational, and demographic analyses, will be available to SUMC from the outset of the planning process to expedite transition to local workshops, peer exchanges, and the ultimate development of the *Access to Opportunity Business Plan*.

MDOT MTA has the financial and legal capacity to implement a microtransit pilot project. Furthermore, it has identified potential federal, state, and local funding sources to implement a viable *Access to Opportunity Business Plan*. Because the pilot project falls in a community benefits district, it would also be eligible for local competitive grant funds from the South Baltimore Gateway Partnership.

Access is the heart of this proposal. MDOT MTA anticipates the pilot project will expand access to jobs for shift workers and those living in suburban transit deserts, and improve employment for all populations, including the 20 percent of unemployed Baltimoreans with disabilities.

Baltimore is the 10th most unbanked city in the United States. Should this pilot project be accepted to receive technical support, MDOT MTA will leverage its ongoing relationship with fare payment consultants and technology companies (Moovel and Cubic) to support the project in structuring alternative fare payment options for the unbanked.

Through prior planning efforts and extensive community, civic, and private sector relationships, MDOT MTA, SUMC, and its partners are poised to deliver a unique microtransit pilot that can be replicated in suburban job centers across the United States.

● AGENCY LEADERSHIP AND PROJECT PARTNERS

Letters of support from R. Earl Lewis, Deputy Secretary of the Maryland Department of Transportation, and from Kevin Quinn, MDOT MTA Administrator and CEO, can be found in **Attachment A**. MDOT MTA is committed to dedicating executive-level resources to the development of a viable *Access to Opportunity Business Plan*. Following the successful development of the pilot project, MDOT MTA is committed to staffing and funding the project's implementation.

Attachment A also includes copies of support letters from all project partners. These letters indicate the scope of their intended contributions to the *Access to Opportunity Business Plan* planning process, including contributions of data and research, funding and policy support, improvements to the overall customer experience (from planning and paying for trips to riding and giving feedback on the service), and potential partners for implementing microtransit.

● COMMUNITY SUPPORT

Over fifteen organizations across the region have expressed their support for the proposed *Access to Opportunity* microtransit pilot project. **Attachment B** includes copies of support letters from government, community, non-profit, and other entities that have expressed desire to see *Access to Opportunity* planned and implemented in northern Anne Arundel County.

If selected for technical support in the MOD On-Ramp program, MDOT MTA proposes to leverage these partners and supporters in the *Access to Opportunity Business Plan* planning process.

● ATTACHMENT A: AGENCY LEADERSHIP AND PROJECT PARTNERS

Support from internal agency leadership is listed below, and the following pages contain copies of their support letters.

Additionally, eight organizations have expressed their desire to partner with MDOT MTA and SUMC on developing the *Access to Opportunity Business Plan*. The table below identifies each partner and their anticipated contributions to the planning process, and the following pages contain copies of commitment letters from each partner.

Organization	Role in the Community	Anticipated Contributions to the Project
Agency Leadership		
Maryland Department of Transportation	State agency overseeing six business units representing various modes of transportation in Maryland.	Provide funding, policy, and staff support.
Maryland Department of Transportation Maryland Transit Administration	A business unit of MDOT; provides transit for the Baltimore region.	Applicant and lead agency; provide funding, policy, and staff support.
Project Partners		
Lyft	An on-demand transportation network company, operating Lyft's mobile app as well as services in partnership with other entities.	Potential microtransit partner.
National Center for Smart Growth	A research center at the University of Maryland, contributed to the Opportunity Collaborative's Regional Plan for Sustainable Development, and conducts analysis and research for MDOT.	Provide research and analysis as needed for the <i>Access to Opportunity</i> planning process.
Transit	Provider of MDOT MTA's <i>Transit</i> app, which provides real-time transit information, trip planning services, and service disruption alerts for various transit services in the region.	Provision of data on existing route and incorporation of any pilot service into the customer-facing real-time tracking and trip planning app.
TransLoc	Transit technology company with microtransit system expertise and experience with partnering with transit agencies to provide microtransit simulations and on-demand transit dispatching applications.	Potential microtransit partner.
South Baltimore Gateway Partnership	An economic development authority managing Community Impact District Funds in and around South Baltimore; looking to develop new transportation strategies to connect residents in South Baltimore with employment opportunities in the region.	Potential funding of indirect or direct project investment.
STEER Tech	Maryland-based technology company that developed a platform for autonomous parking, with an interest in supporting the development of flexible transit technology.	Potential microtransit partner.
Swiftly, Inc.	Provides real-time tracking hardware and software for MDOT MTA to evaluate and track trip running time and on-time performance of transit services.	Provision of data on existing route and incorporation of any pilot service into internal real-time tracking and performance analysis dashboard.
Via	A transportation network company and real-time ridesharing company; builds on-demand transit systems as a platform or service.	Potential microtransit partner.

March 20, 2018

Ms. Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago IL 60603

Dear Ms. Feigon:

I am pleased to support the submission of the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot project proposed for the Shared-Use Mobility Center's (SUMC's) 2018 Mobility on Demand (MOD) On-Ramp program. The Access to Opportunity project fits right into the Maryland Department of Transportation's (MDOT) mission to be a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.

Existing MDOT MTA service to the job centers between South Baltimore and northern Anne Arundel County, including BWI Thurgood Marshall Airport, Arundel Mills, and Fort Meade, can be enhanced to improve the ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from a brand-new transit service model that leverages emerging technologies. The MDOT sees tremendous value in the investment of time and funds to develop and implement such a service.

On behalf of MDOT and the Secretary's Office (TSO), we strongly encourage the Shared-Use Mobility Center to accept MDOT MTA's proposal as it is a top priority for the Baltimore region. Thank you for your consideration. Please do not hesitate to contact me at 410-865-1006 or rlewis1@mdot.state.md.us should you have any questions about MDOT's commitment to the Access to Opportunity proposal.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

Ms. Sharon Feigon
Page Two

bcc: Ms. Holly Arnold, Director Office of Planning and Programming, MDOT MTA

March 20, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am pleased to submit the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA's) Access to Opportunity Microtransit Pilot project proposed for the Shared-Use Mobility Center's (SUMC's) 2018 Mobility on Demand (MOD) On-Ramp program. This project aligns with MDOT MTA's mission to provide safe, efficient, and reliable transit with a world class customer experience.

The executive leadership staff and project partners are eager to work with the knowledgeable and experienced staff of SUMC and its MOD partners. We will commit time and attention from staff across the agency if the Access to Opportunity proposal is accepted and technical assistance is received. This commitment includes the coordination of the appropriate internal and external stakeholders for participation in the site visit, workshops, peer exchanges, and other meetings to be facilitated by SUMC.

As shown by the support letters received, improving access to opportunity between South Baltimore and northern Anne Arundel County is a top priority for the Baltimore Region and our partners. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models. Should the technical assistance result in a viable business plan, based on the success measures described in the proposal, MDOT MTA will commit the necessary staff and funding to implement the project.

Thank you for your consideration. Please do not hesitate to contact me at KQuinn@mta.maryland.gov or 410-767-3943 should you have any questions about our proposal.

Sincerely,



Kevin B. Quinn, Jr.
Administrator



185 Berry Street
Suite 5000
San Francisco, CA 94107

March 17, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Lyft's support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Since launching in Baltimore in 2013, Lyft has found an exceptional market fueled by a rapidly growing Millennial population; in fact, weekly Lyft ridership in Baltimore more than doubled from the start of 2017 to the end. This growth would not have been possible without a vibrant civic and community culture, expanding opportunities for workers, and a host of world class universities in the area.

Lyft encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please do not hesitate to contact us with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Heslin".

Mike Heslin
Market Manager, Baltimore

A handwritten signature in black ink, appearing to read "Funsho Owolabi".

Funsho Owolabi
Public Policy Manager, Northeast Region



UNIVERSITY OF MARYLAND

*National Center for Smart Growth
Research and Education*

College Park, Maryland 20742
301.405. 6788 TEL 301.314.5639 FAX
<http://www.smartgrowth.umd.edu>

March 15, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the National Center for Smart Growth's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Over the course of nearly a decade The National Center for Smart Growth has worked with MDOT MTA through the Transportation Research and Policy Group (TPRG) on various projects. We look forward to continuing this collaboration and to leveraging the research capacity of the University of Maryland to support necessary analysis for the Access to Opportunity project.

The National Center for Smart Growth also lead the Opportunity Collaborative Mapping Effort in 2012 and 2013 which resulted in the Opportunity Index Maps. Thirty-two indicators covered categories from education and employment to housing, social capital, mobility, and other subjects. These maps and other analysis were incorporated into the *Regional Plan for Sustainable Development* which identified the transportation gaps described in this proposal.

In addition, in a series of focus group conversations with residents of West Baltimore funded by the National Science Foundation, access to employment was identified as one of the leading barriers to opportunity. Thus the proposed Mobility on Demand program represent a major step towards making Baltimore a more prosperous and equitable region.

I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please do

not hesitate to contact me at 301 405 6083 or gknaap@umd.edu with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in dark ink, appearing to be 'XJ' followed by a stylized 'G' or 'P'.

Professor and Executive Director

March 17, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Transit's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

I believe that Transit is well positioned to support MDOT MTA's Microtransit Pilot with over 100,000 people in Baltimore using our app every month. The app already includes many of the different ways to get around Baltimore and 150 other cities without a car, including public transit, carsharing, ridehailing, and bikesharing services. Specifically, the app allows users to check real-time information, plan multimodal trips, and receive information about relevant service disruptions. As part of this project, we'd aim to integrate the Microtransit service as well.

Early next month, MDOT MTA will also announce Transit as the officially endorsed app of the transit authority as part of its new real-time information rollout, highlighting our existing ability to collaborate closely and effectively.

Transit encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please do not hesitate to contact me at 514-699-0615 or jake@transitapp.com with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,



Jake Sion

Chief Operating Officer

TransLoc Inc.
4505 Emperor Blvd. Suite 120
Durham, NC 27703
888.959.3120



March 16, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I would like to express TransLoc's support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

We believe that MDOT MTA has gathered strong data points from their current service offerings that can be used to run successful microtransit simulations. These simulations will help MDOT MTA map out outcomes for various service zones that they are considering. TransLoc has run simulations and researched use cases for over 30 agencies to date. We are confident that TransLoc and MDOT MTA will be able to narrow down service parameters in the pilot area that will result in an innovative and effective microtransit zone. MDOT MTA's objectives outlined in their proposal are clear indicators of a strong microtransit service. Through the use of a microtransit phone and web platform, MDOT MTA will be able to help push the microtransit revolution onward with the success of their pilot.

TransLoc encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. We have found that Microtransit is an important step in connecting riders to their destinations in a new and more environmentally friendly way than TNCs. We are confident that MDOT MTA will be able to connect employees, job seekers, and other residents in the area to their destinations more effectively with the implementation of microtransit. Please do not hesitate to contact me at ron@transloc.com with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,



Ron Cygnarowicz
Director of Sales

March 8, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

On behalf of the South Baltimore Gateway Partnership, I would like to express my support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program.

As you may know, there is very limited MTA service to the major job centers in the I-95 Corridor south of Baltimore. The limitations of this service profoundly interfere with the ability of workers to reliably access employment, and a more frequent and flexible service model is desperately needed.

As an economic development authority working in South and Southwest Baltimore, we are very focused on making connections between the thousands of workers in our neighborhoods and the exploding employment opportunities along the 95 corridor. We are looking at the possibility of creating a multi-modal transit stop in our District that would serve as a hub for large numbers of workforce shuttles. However, this is very much a 20th century model, and we want to simultaneously tap into contemporary strategies such as microtransit. We see this as a tremendous partnership opportunity, giving us a chance to address these critical issues in a multifaceted way.

Connecting our eager workforce with the growing regional job base is perhaps the most important economic issue facing Baltimore City. We encourage the Shared-Use Mobility Center to help us as we work to improve access to opportunity.

Please do not hesitate to contact me at brogers@sbgpartnership.org if you want to learn more about our work and how it relates to this important proposal.

Sincerely,



Brad Rogers
Executive Director



10840 Guilford Rd, #401-402
Annapolis Junction, MD 20701

(240) 787-8000
www.steer-tech.com

March 16, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey STEER Tech's support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging advanced mobility technologies.

STEER develops secure self-driving car technologies. STEER is focused on building products that will massively enable situationally aware, cyber robust automated driving. The first application of STEER's technology is a Level 4, cyber-robust highly-automated parking solution. STEER is actively engaged with MDOT, federal research institutions, local jurisdictions, academic partners, and industry formulate economic opportunities for the embracing technology to allow flexible transit service models.

STEER believes that Maryland's vast transportation network, strong urban cores, and broad workforce are ripe for rapid adoption of disruptive technologies that revolutionize mobility options for working citizens. STEER encourages the Shared-Use Mobility Center to financially support MDOT MTA and its partners in improving access to employment centers as a top priority for the Baltimore region.

Please do not hesitate to contact me at latoya@steer-tech.com with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

LaToya C. Staten
Director of Strategic Partnerships



Swiftly

Swiftly, Inc.

www.goswift.ly

201 Spear Street, Suite 1600

San Francisco, CA 94105

Friday, March 9, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

**Subject: Swiftly, Inc. Support of the MDOT MTA's Access to Opportunity
Microtransit Pilot**

Dear Ms. Feigon:

I am writing to convey Swiftly's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Swiftly Inc. works with over 45 transit agencies to help them improve their overall passenger experience and service reliability. Swiftly is currently working with MDOT MTA by installing enhanced GPS units on the entire bus fleet to better track vehicle movements down to every 10 seconds from every 2-3 minutes prior to the project. This enhanced tracking is used to help MDOT MTA better understand trip running times, on-time performance, and also to improve the quality of real-time passenger information and ETAs.

Through our work with MDOT MTA, the agency has discovered that LocalLink 75, despite being critically important for nearly 100,000 jobs, is underserving the community. Enhancing frequency of service would certainly help, but there may be other, more cost effective options through on-demand transit options.

Swiftly highly supports this project and hopes that it can help connect more people to more jobs. We are willing to collaborate with the MDOT MTA team, as well as other partners, to ensure that the data generated by the enhanced fixed route fleet tracking hardware and software can be provided to the appropriate partners. We will make this data available to help support the project as necessary.

Swiftly encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region Please do not hesitate to contact me at 858.414.5241 or jonny@goswift.ly with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jonny', with a large, loopy flourish at the end.

Jonathan Simkin
CEO, Swiftly Inc.
jonny@goswift.ly
415.894.5223



Via Transportation, Inc.
10 Crosby Street, 2nd Floor
New York, NY 10013

March 19, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Sharon,

I am writing to convey Via's strong support for MDOT MTA's 'Access to Opportunity Microtransit Pilot' proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program.

In February, Via Vice President of Public Policy Andrei Greenawalt and I were invited to visit MTA headquarters in Baltimore to hear more about MDOT's work from Administrator Quinn and his senior staff directly. We were highly impressed with the Administrator's team, their respective backgrounds, and the ideas and service models under consideration for Mobility on Demand. Each side left the meeting committed to finding ways to work together in the months to come.

Our meeting came at an extremely interesting time for the agency - several months into its substantial network redesign, BaltimoreLink, the Authority is now considering how new, more flexible modes can supplement its more frequent, simplified transit network. To Via, teaming with an agency that has successfully executed a COA like MTA has is highly compelling - we feel strongly that our shared ride technology shines brightest in areas that do not support efficient fixed-route transit, and would use the redesign as a blueprint for places we might add back transit service, this time in a more flexible manner.

For instance, existing MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to work sites at the frequency, time of day, and destinations necessary for sustained employment. We could see employees and job seekers benefiting greatly from a flexible transit service that brings more (virtual) frequency and coverage to this corridor.

To help develop these ideas further, and to give the MTA a strong boost toward implementing its Mobility On Demand efforts, Via encourages SUMC to partner with the Authority during the On-Ramp program, with the end goal of improving access to opportunity and encouraging continued transit innovation in the Baltimore region.

Please do not hesitate to contact me at 510-910-5290 or louis@ridewithvia.com with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Louis Pappas', written over a horizontal line.

Louis Pappas, Business Development Principal

● ATTACHMENT B: COMMUNITY SUPPORT

Over fifteen organizations have expressed their support for *Access to Opportunity*. The table below identifies each supporting organization and their role in the community. The following pages contain copies of the support letters from each organization.

Organization	Role in the Community
State and Local Agencies	
Maryland Department of Planning	Maryland's state planning agency collaborates with MDOT MTA and other partners to support transit and multi-modal accessibility in Baltimore City and the surrounding region.
Maryland Department of Housing and Community Development, Division of Neighborhood Revitalization	Maryland's state housing agency supports communities through investment in housing and neighborhood infrastructure and emphasizes strong transit connections to residential areas to support economic development.
Maryland Department of Transportation Maryland Aviation Administration	The state agency operates BWI Thurgood Marshall Airport, one of the major employers in the region with over 10,000 employees.
Anne Arundel County, Office of Transportation	Anne Arundel County's transportation agency developed the <i>Transit Development Plan</i> identifying the need for new transportation alternatives in the county.
City of Annapolis, Department of Transportation	Transit provider for Annapolis and surrounding areas in Anne Arundel County; member of the Baltimore Metropolitan Council supporting strategies for transportation investments.
Baltimore Development Corporation	Baltimore City's economic development agency works with employers to connect Baltimore City residents to jobs; co-chair of the Opportunity Collaborative.
Baltimore Metropolitan Council	The Baltimore region's Metropolitan Planning Organization and convener of the Opportunity Collaborative.
Elected Representatives	
Delegate Pamela G. Beidle	Member of the Maryland House of Delegates representing Anne Arundel County (District 32).
Councilman Eric Costello	Baltimore City Councilman for the district encompassing South Baltimore (District 11).
State Senator James "Ed" DeGrange, Sr.	Member of the Maryland Senate representing Anne Arundel County (District 32).
State Senator Edward J. Kasemeyer	Member of the Maryland Senate representing Baltimore and Howard Counties (District 12).
Delegate Brooke E. Lierman	Member of the Maryland House of Delegates representing Baltimore City (District 46). Serves on the transportation subcommittee of the Appropriations Committee and the Work Group on the Maryland Open Transportation Investment Decision Act.
United States Congressman C. A. Dutch Ruppersberger	Member of the United States House of Representatives representing portions of Baltimore City and Anne Arundel, Baltimore, Howard, and Harford Counties (District 2).
Employers, Businesses, and Nongovernmental Organizations	
BWI Business Partnership	The Transportation Management Association supports transportation investments for the northern Anne Arundel County region's major employers; involved in expanding transportation access for low-income commuters to the region.
Center for Mobility Equity	Organization working towards implementing equity-oriented policies and programs in transportation in Maryland. Provides regional and cross-jurisdictional trip planner and travel training services in Maryland, both online and through a toll-free number.
Embassy Suites	Employer in northern Anne Arundel County.
Fort Meade Alliance	Non-profit organization that supports Fort Meade and the government agencies and organizations in the surrounding area.
Maryland Live! Casino	Major employer in northern Anne Arundel County employing more than 500 people. Maryland Live! Casino has worked with public officials to advocate for enhanced transit service for employees and applicants commuting to the casino.
Transit Choices	Baltimore-based coalition advocating for greater transit connectivity in Baltimore City.



Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

Robert S. McCord, Acting Secretary

3/14/2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

The Maryland Department of Planning (Planning) extends its support for the Maryland Transit Administration's (MDOT's MTA, an agency in the Maryland Department of Transportation)'s Access to Opportunity Microtransit Pilot Proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp Program.

Existing MDOT MTA service to the population and job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Residents, employees and job seekers in the proposed pilot area can greatly benefit from the proposed pilot service that leverages emerging technologies and more frequent and flexible service models.

Planning has collaborated with MDOT's MTA and other state and local partners to support a variety of transit and multimodal accessibility and community enhancement projects in Baltimore City and the Baltimore region. As a partner to help plan for and implement the proposed pilot service, Planning can assist in research of best practices and analysis of job and transit accessibility for the proposed pilot area.

The Maryland Department of Planning encourages the Shared-Use Mobility Center to join MDOT's MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. We look forward to partnering with MDOT's MTA to support the Access to Opportunity Microtransit Pilot Project as a complement to the State's planning policies that encourage transit usage, economic development, community enhancement, and sustainability. Your consideration of this important technical assistance application is appreciated.

Sincerely,

Pat Keller

Assistant Secretary for Planning Services

CC: Holly T Arnold, Director, Office of Planning & Programming, MDOT MTA



LARRY HOGAN
Governor

BOYD K. RUTHERFORD
Lt. Governor

KENNETH C. HOLT
Secretary

TONY REED
Deputy Secretary

March 9, 2018

Ms. Prashanth Gururaja
Program Director
Shared-Use Mobility Center
125 South Clark Street, Floor 17
Chicago, IL 60603

Dear Ms. Gururaga:

The Maryland Department of Housing and Community Development strongly supports the MDOT MTA Access to Opportunity Microtransit Pilot proposal to the Shared Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Access to employment centers south of Baltimore is limited on MDOT MTA's transit system, and the Access On Demand Microtransit pilot is an opportunity to design innovative transit solutions.

The Department has long recognized the relationship between access to transit, community economic development and improved quality of life for residents. That relationship is acknowledged by our financing programs. For example, the Qualified Allocation Plan, which is used to rank applications for Low Income Housing Tax Credits awards additional points for planned multi-family housing developments that are located in close proximity to transit. Similarly, our community revitalization programs are targeted to designated Sustainable Communities. As part of the designation process, local governments must submit a Sustainable Community plan, which includes a transportation element, discussing strengths and weaknesses including access to transit corridors.

Again, the Department strongly supports the MDOT MTA Access to Opportunity Microtransit Pilot proposal. Please feel free to call me at (301) 429-7495 if you have any questions. Thank you for your consideration.

Sincerely,

Carol A. Gilbert
Assistant Secretary
Division of Neighborhood Revitalization



MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
2 N. Charles St. • Baltimore, MD 21201 • dhcd.maryland.gov
410-509-5800 • 1-800-756-0119 • TTY/RELAY 711 or 1-800-735-2258



March 13, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the Maryland Department of Transportation Maryland Aviation Administration's (MDOT MAA) strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

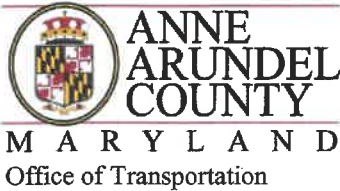
MDOT MAA is the operator of the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport). BWI Marshall Airport is the 22nd largest airport in the nation servicing more than 26 million travelers per year, offering service to nearly 80 domestic and 13 International Destinations. To accomplish this, nearly 10,000 are employed at BWI Marshall and 24, 211 jobs are airport generated in the region. In addition, the airport offers an economic impact of \$9.3B. Transportation to and from the airport and locations throughout the area is critical in support of BWI Marshall's mission to remain the airport of choice for over 68,000 travelers daily. The Microtransit Pilot will help support necessary access to transit connections necessary for employees of BWI Marshall and as well those employed by the hotel, restaurant, rental car and other industry indirect jobs generated because of the airport.

MDOT MAA encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please do not hesitate to contact me at 410-859-7125 or by email at rwells@bwiairport.com with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,



Ralign T. Wells
Director, Office of Ground Transportation
Maryland Department of Transportation Maryland Aviation Administration



Anne Arundel County Government
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Ramond Robinson
Director of Transportation

March 19, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Anne Arundel County Office of Transportation's support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from mobility service that leverages emerging technologies and more frequent and flexible service models.

In 2018, Anne Arundel County took to completing its Transit Development Plan. Within the plan, the county has sought to include more transportation alternatives and Mobility as a Service (MaaS) options within the county, which fit within the realm of the Mobility on Demand Ramp Program. The plan included elements of both Community Foundation of Anne Arundel County, "Poverty Amidst Plenty, 2015 plan as well as the 2009 General Development Plan for Anne Arundel County. Both plans acknowledge the concerns of the county regarding transportation being linked to employment and economic development within this region.

Anne Arundel County Office of Transportation supports this collaboration with MDOT MTA in this endeavor for the prospect with the Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program as an opportunity and priority for the region. Please do not hesitate to contact me or Jon Mayer at trmayer98@aacounty.org (410)222-7712.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Robinson", written over a horizontal line.

Ramond Robinson
Office of Transportation



City of Annapolis

DEPARTMENT OF TRANSPORTATION

308 Chinguapin Round Road, Annapolis, Maryland 21401

Phone: 410-263-7964 410-263-7994 Fax: 410-263-4508 Internet: transit@annapolis.gov

J. RICK GORDON, DIRECTOR

March 13, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street, Floor 17
Chicago, Illinois 60603

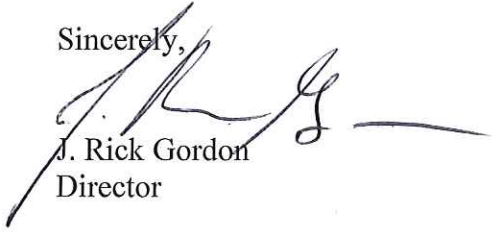
Dear Ms. Feigon:

I am writing to convey the City of Annapolis Department of Transportation's (ADOT) strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

ADOT is a member of the Baltimore Metropolitan Council and participates with the Maryland Transit Administration (MTA) in regional studies and analyses to improve public transit throughout Maryland. The MTA is the principal mass transportation carrier in the Baltimore Metropolitan Region, and provides regularly scheduled route and special express services from Baltimore to Annapolis daily. We are committed to working with MTA in identifying and implementing programs that allow us to serve a wider segment of the population by providing service to regional employment centers such as Fort Meade, on-demand service and enhanced services for the senior and disabled population.

ADOT encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. ADOT strongly believes that lessons learned from such a pilot project could be beneficial to Annapolis Transit as ADOT seeks ways to improve the quality of service to our customers. Please do not hesitate to contact me at 410-263-7964 or jrickgordon@annapolis.gov with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,


J. Rick Gordon
Director



March 15, 2018

Ms. Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

On behalf of the Baltimore Development Corporation (BDC), I strongly support the MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program.

Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

As the City of Baltimore's economic development agency, we work closely with employers in an attempt to connect City residents to jobs. Since job centers have shifted location in the last two decades, this challenge is even greater today than ever before. The work of the Baltimore Opportunity Collaborative through the Regional Plan for Sustainable Development clearly demonstrates the urgent need for transit alternatives.

As the co-chair of the Opportunity Collaborative and in my role at the Baltimore Development Corporation, I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to employment opportunities as it is a top priority for the Baltimore region. This critical work can transform lives by connecting Baltimore residents to jobs that have a clear path toward a family-sustaining living wage.

Please do not hesitate to contact me at (410) 837-9305 with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "W. Cole". The signature is fluid and stylized, with a long horizontal stroke at the end.

William H. Cole
President & CEO



**BALTIMORE
METROPOLITAN
COUNCIL**

March 14, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the Baltimore Metropolitan Council's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

As lead staff to the region's Metropolitan Planning Organization, we routinely participate in studies, analysis, discussions and other work to improve transportation and transit connections in the Baltimore region. This particular part of the Region is fortunate to have the BWI Marshall International Airport and key Federal facilities to serve as a vital part of our economy. We've spend some time examining the areas in close proximity to the Airport and have tried to assist residents who can qualify for jobs at that facility but are not able to obtain and keep these jobs due to transportation issues. I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region.

Please do not hesitate to contact me at 410-732-9566 or by email at tlang@baltometro.org with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Lang", with a long horizontal flourish extending to the right.

Todd Lang,
Director of Transportation Planning
Baltimore Metropolitan Council

PAMELA G. BEIDLE
Legislative District 32
Anne Arundel County

Environment and
Transportation Committee

Subcommittees

Housing and Real Property

Chair, Motor Vehicles
and Transportation



The Maryland House of Delegates
6 Bladen Street, Room 165
Annapolis, Maryland 21401
410-841-3370 • 301-858-3370
800-492-7122 Ext. 3370
Pamela.Beidle@house.state.md.us

The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401

March 16, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I would like to that this opportunity to convey my strong support for the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get some people to jobs at the frequency necessary, at certain times of day, or at many of the destinations that they would be able to attain sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region.

Sincerely,

A handwritten signature in blue ink that reads "Pamela G. Beidle".

Pamela G. Beidle
State Delegate
District 32

Chairman, Budget & Appropriations Committee
Chairman, Judiciary & Legislative Investigations Committee
Chairman, Biennial Audits Oversight Commission
Chairman, Stormwater Remediation Oversight Committee

Land Use & Transportation Committee
Taxation, Finance, & Economic Development Committee



Eric T. Costello

Baltimore City Council, 11th District

City Hall, Room 527
100 N Holliday Street
Baltimore, MD 21202

(o) 410-396-4816
(m) 443-813-1457
(e) eric.costello@baltimorecity.gov

March 8, 2018

Sharon Feigon
Shared-Use Mobility Center
125 S. Clark St
Floor 17
Chicago, IL 60603
Via Email to: Erik Backes | ebackes@mta.maryland.gov

RE: Maryland Department of Transportation: Maryland Transit Administration's Access to Opportunity Microtransit Pilot

Ms. Feigon:

I write to convey my strong support for the Maryland Department of Transportation: Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program.

Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get some people to jobs at the frequency necessary. The service does not have the desired capacity at certain times of day, and does not go to many of the destinations that they would be able to attain sustained employment.

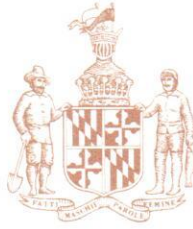
I urge you to support this request. Should you have questions, please feel free to contact me directly at eric.costello@baltimorecity.gov or 410-396-4816.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric T. Costello".

Eric. T. Costello
Baltimore City Council, 11th District

JAMES "ED" DeGRANGE, SR.
Legislative District 32
Anne Arundel County



James Senate Office Building
11 Bladen Street, Room 101
Annapolis, Maryland 21401
410-841-3593 • 301-858-3593
800-492-7122 Ext. 3593
Fax 410-841-3589 • 301-858-3589
James.DeGrange@senate.state.md.us

Budget and Taxation Committee

Chair

Capital Budget Subcommittee

Chair

Public Safety, Transportation,
and Environment Subcommittee

The Senate of Maryland

ANNAPOLIS, MARYLAND 21401

Executive Nominations Committee

Vice Chair

Rules Committee

Senate Chair

Joint Committee on Legislative Ethics

March 12, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I write to express my support for the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program.

Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get some people to jobs at the frequency necessary, at certain times of day, or at many of the destinations that they would be able to attain sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

I ask the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for my constituency.

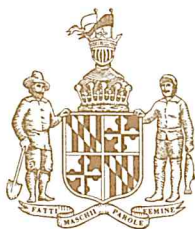
Sincerely,

A handwritten signature in black ink that reads "James Ed DeGrange, Sr." with a stylized flourish at the end.

Senator James "Ed" DeGrange, Sr.
State Senator, District 32

EDWARD J. KASEMEYER
Legislative District 12
Baltimore and Howard Counties

Chair
Budget and Taxation Committee



The Senate of Maryland
ANNAPOLIS, MARYLAND 21401

□ *Annapolis Office*
Miller Senate Office Building
11 Bladen Street, Suite 3 West
Annapolis, Maryland 21401
410-841-3653 · 301-858-3653
800-492-7122 Ext. 3653
Fax 410-841-3850 · 301-858-3850
Edward.Kasemeyer@senate.state.md.us

□ *District Office*
5205 East Drive, Suite H
Halethorpe, Maryland 21227
410-242-5699 · Fax 410-242-5304

March 9, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey my strong support for the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get some people to jobs at the frequency necessary, at certain times of day, or at many of the destinations that they would be able to attain sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ed Kasemeyer".

Edward J. Kasemeyer
State Senator

BROOKE E. LIERMAN
Legislative District 46
Baltimore City

Appropriations Committee

Oversight Committee on Pensions

Transportation and the Environment
Subcommittee



The Maryland House of Delegates
6 Bladen Street, Room 311
Annapolis, Maryland 21401
410-841-3319 • 301-858-3319
800-492-7122 Ext. 3319
Brooke.Lierman@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 14, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey my strong support for the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get some people to jobs at the frequency necessary, at certain times of day, or at many of the destinations that they would be able to attain sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

I encourage the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brooke E. Lierman".

Brooke E. Lierman

REPLY TO:

☐ 2416 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3061
FAX: (202) 225-3094

☒ 375 WEST PADONIA ROAD, SUITE 200
TIMONIUM, MD 21093
(410) 628-2701
FAX: (410) 628-2708

www.dutch.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-2002

March 15, 2018

Ms. Sharon Feigon
Executive Director
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to express my support for the application submitted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) for the Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's (SUMC) 2018 Mobility on Demand On-Ramp program.

More than 100,000 people are employed in jobs loosely clustered near BWI Thurgood Marshall Airport, Arundel Mills and Fort Meade. Existing MDOT MTA service to the job centers between South Baltimore and these areas is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Support from the Access to Opportunity Microtransit Pilot Project will explore the use of a microtransit service to achieve, among other things, faster and more direct access to employment centers, enhanced service to riders who are elderly or disabled and safer connections during the first and last mile. This type of targeted expertise from SUMC and the Pilot Project will provide passengers with the accommodations they need to navigate the transit system safely, comfortably, and efficiently.

I trust you will give the Maryland Department of Transportation Maryland Transit Administration's grant application the utmost consideration, and ask that you keep me informed as awards are made. Thank you for your attention to this matter.

Sincerely,



C.A. Dutch Ruppertsberger
Member of Congress

CADR:am



March 12, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the *BWI Business Partnership's* strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Our organization is the state's oldest Transportation Management Association and has been fully involved in all aspects of transportation access, particularly for those who cannot afford reliable private transportation. We've managed last-mile shuttles, including a grant-funded shuttle that was so successful that MDOT/MTA adopted it as a spur of the existing Local LINK #75. We were also a county-designated Rideshare Agency for two decades.

The *BWI Business Partnership* encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Access to transit-inaccessible jobsites helps the working poor to rise above poverty and helps businesses that require available workforce in order to grow and succeed. Please do not hesitate to contact me at 410-859-1000 or bcohen@bwipartner.org with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

Benton Cohen
Director of Workforce Transportation and Community Programs



Center for Mobility Equity

Formerly Central Maryland Regional Transit

March 12, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the Center for Mobility Equity's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

As the sole provider of regional and cross-jurisdictional trip planner services in Maryland through mdtrip.org and our toll-free number, CME has a unique perspective on this issue. We receive numerous inquiries related to job access between low-income communities in South Baltimore and the Ft. Meade area, and very often we are unable to find a fixed-route solution that allows the employee to access the job opportunity. If this project is funded, CME will use our website, call center, public events and social media accounts to promote these enhanced services.

The Center for Mobility Equity encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. CME's core mission is to make sure that people of all ages and those with disabilities can fully access all aspects of life, including meaningful employment. Please do not hesitate to contact me at 240-581-5776 or Chris.Firehock@MobilityEquity.org with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

Chris Firehock
Executive Director



EMBASSY SUITES®

Baltimore - at BWI Airport

March 9, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Embassy Suites @ BWI Airport's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Embassy Suites @ BWI Airport encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please do not hesitate to contact me at 410-865-8120 or gary.gustafson@hilton.com with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

Gary Gustafson
General Manager
Embassy Suites Baltimore @ BWI Airport

March 16, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey the Fort Meade Alliance's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

The Fort Meade Alliance mission is to promote Fort George G. Meade as a growing regional economic asset and provide impact to the region with targeted programs and initiatives.

We are a 501(c)4 non-profit independent community membership organization that supports Fort George G. Meade, its nearly 120 government agencies and organizations and the surrounding area. We ensure Fort Meade's mission and related regional issues are addressed by local, state, and federal objectives. We facilitate Fort Meade regional initiatives to remain the first choice for military services, civilian support services, and federal agencies and organizations.

The Fort Meade Alliance encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. It is critical that we connect the region's largest employers to include Fort Meade and the over 55,000 who go to work on the installation each and every day. Please do not hesitate to contact our me at 410-850-4940 or by email at toferrall@ftmeadealliance.org with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,



Tim O'Ferrall
General Manager



March 15, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Live Casino & Hotel's strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

We have been working with public officials on trying to get better transportation options for applicants to work at Live Casino & Hotel from various parts of the area. Some of our Team Members spend 2 to 3 hours commuting each way to work, due to connections with public transportation.

Live Casino & Hotel encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Any opportunity to provide better public transportation for our Team Members is supported by us. Please do not hesitate to contact me at with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

A handwritten signature in black ink that reads "Steve Heise".

Stephen Heise
Vice President of Human Resources
Live Casino & Hotel
Steve.Heise@marylandlivecasino.com
443-445-2482



March 12, 2018

Sharon Feigon
Shared-Use Mobility Center
125 South Clark Street
Floor 17
Chicago, Illinois 60603

Dear Ms. Feigon:

I am writing to convey Transit Choices strong support for MDOT MTA's Access to Opportunity Microtransit Pilot proposal for the Shared-Use Mobility Center's 2018 Mobility on Demand On-Ramp program. Existing MDOT MTA service to the job centers between South Baltimore and Fort Meade is limited in its ability to get people to jobs at the frequency, time of day, and destinations necessary for sustained employment. Employees and job seekers in the proposed pilot area can benefit from transit service that leverages emerging technologies and more frequent and flexible service models.

Transit Choices is a strong coalition of business organizations, cultural institutions, universities, architecture firms, community groups, developers, conservation groups, transportation planners, young entrepreneurs, and concerned individuals joined together by the vision of creating efficient and effective transit in Baltimore, and beyond. We have long supported transit initiatives designed to strengthen our city and region, and believe that accessible transit is an essential means to achieving personal and economic independence. People of all ages, races, ethnicities, and abilities deserve access to transportation that will enable them to achieve their fullest potential.

The transportation landscape is changing, and new mobility options are necessary to plan for growing mobility demands. In particular, access to jobs. We must enable and leverage advancements in technology and operations to create an environment where people have access to safe and reliable mobility options.

Transit Choices encourages the Shared-Use Mobility Center to join MDOT MTA and its partners' in improving access to opportunity as it is a top priority for the Baltimore region. Please feel free to contact me at robin@transitchoices.org or 410.340.4878 with any questions about how we intend to support this effort to improve access to some of the largest job centers in the region.

Sincerely,

Robin Budish
Transit Choices, Director

