

November 7, 2022

Holly Arnold
Administrator
MDOT Maryland Transit Administration (MTA)
6 St. Paul St.
Baltimore, MD 21202-1614

Dear Administrator Arnold,

The Greater Baltimore Committee (GBC) and the Greater Washington Partnership (the Partnership), together with private sector, non-profit, and civic organizations, are aligned behind [Baltimore's Transit Future](#) – an organized campaign to transform the Baltimore region's transit system to provide a more connected, inclusive and economically competitive region. A key priority for Baltimore's Transit Future is to develop a 10-year rapid transit program and expand the region's rapid transit system for the first time since 1997. Our submitted comments are reflective of the six strategic priorities of the campaign.

The MDOT MTA North-South Corridor Study and proposed alternatives, along with the ongoing East-West Corridor Study, are an important first step to move the region closer to a modern transit system. A high-quality, rapid North-South Transit Corridor will improve the economic vitality of the Baltimore region's businesses, create jobs, and bolster career and educational opportunities for our region's residents. Regardless of which specific alternatives are chosen for further study, we encourage MDOT leadership to proceed with all haste to ensure this project can compete for Infrastructure Investment and Jobs Act (IIJA) discretionary grants as soon as possible.

As we stated in our [East-West comments](#), the primary consideration in selecting routes for further study should be which routes have the **greatest potential to expand access to opportunities for residents, students, and especially disadvantaged and underserved communities**. We also recommend that the alternatives advanced for further study should prioritize:

- **Quality of Service:** When evaluating proposed service parameters, the frequency and reliability of the proposed transit corridor's service should be paramount to ensure residents and workers can get to jobs, an education, and opportunities reliably and on-time.
- **Proximity to Riders:** Alignment(s) selected for further study should maximize the number of riders, particularly transit dependent riders, that are within walking distance of the corridor to maximize ridership and utility for the region's residents and businesses.
- **Multimodal Connectivity:** Each station of the North-South Corridor should be safely accessible by individuals that walk, roll, bike, or scooter. We encourage MDOT MTA to measure connectivity for individuals that will access the station outside of a vehicle or bus.
- **Connections to the Transit Network:** The southern terminus should be planned to allow for integrated service and seamless transfers to the existing transit network as well as future rapid

transit extensions south to better serve neighborhoods such as Cherry Hill, Brooklyn, and Anne Arundel County.

Transit is essential to the health and vitality of the Greater Baltimore region and our economy. A modern transit system will allow residents to access more opportunities, the business community to expand access to talent, and the entire region to grow more inclusively and thrive in the coming decades.

The undersigned thank Governor Hogan and the MDOT MTA for the opportunity to comment on the proposed North-South Transit Corridor Alternatives and selection process. We strongly encourage the MDOT MTA to move with all haste to advance the North-South Transit Corridor Study to position the project to apply for discretionary IIJA grants in the coming year.

Sincerely,



Sharon Markley Schreiber
Chief Operating Officer
Greater Baltimore Committee



Kathy Hollinger
Chief Executive Officer
Greater Washington Partnership

CC: Jon M. Laria, Managing Partner of Ballard Spahr's Baltimore office & Chair of the Greater Baltimore Committee's Transportation and Mobility Committee

Joe McAndrew, Vice President of Government Affairs & Infrastructure, Greater Washington Partnership