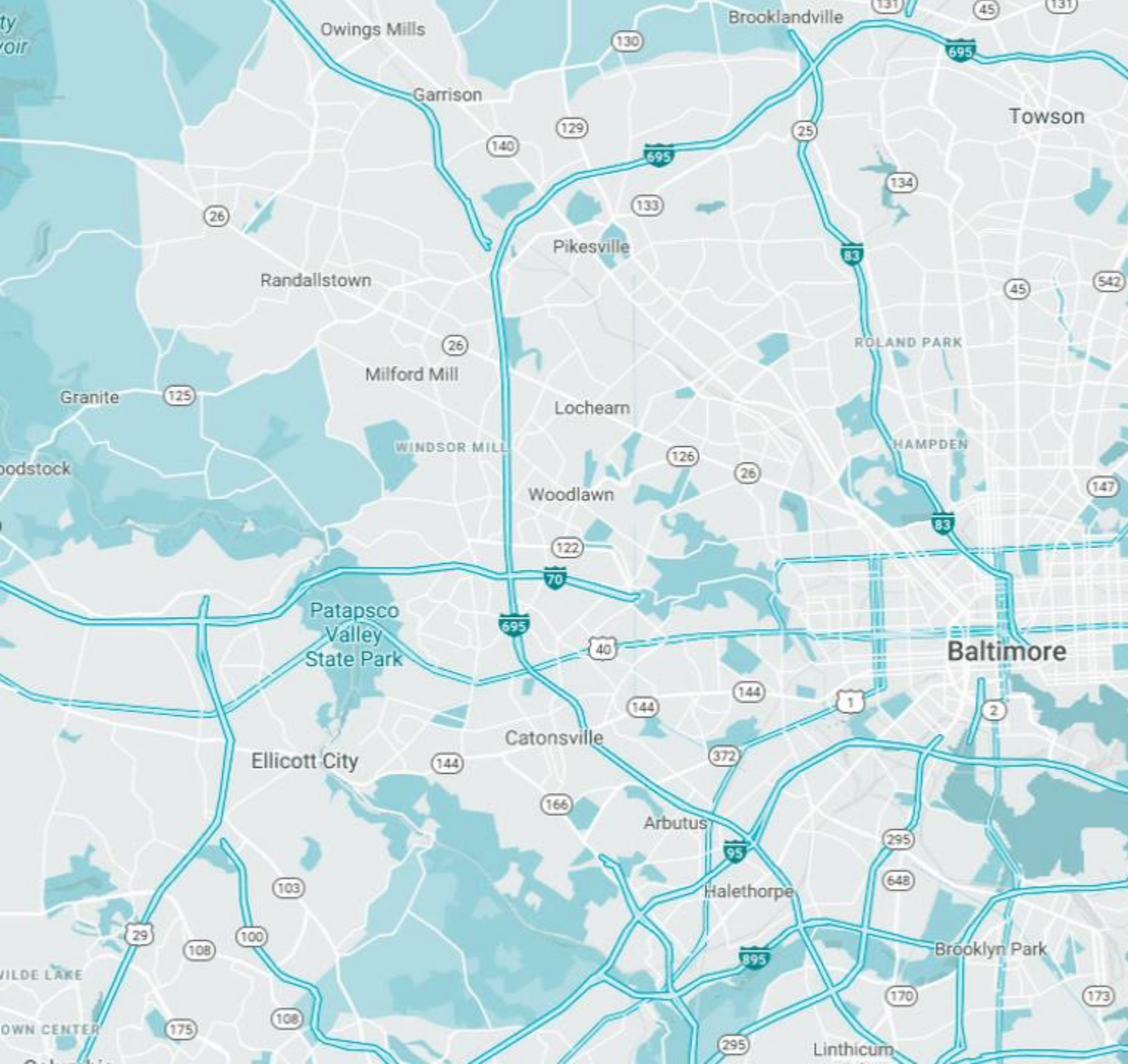


History of MDOT MTA and LOTS

Baltimore Region Transit Funding and Governance Study

January 26, 2021





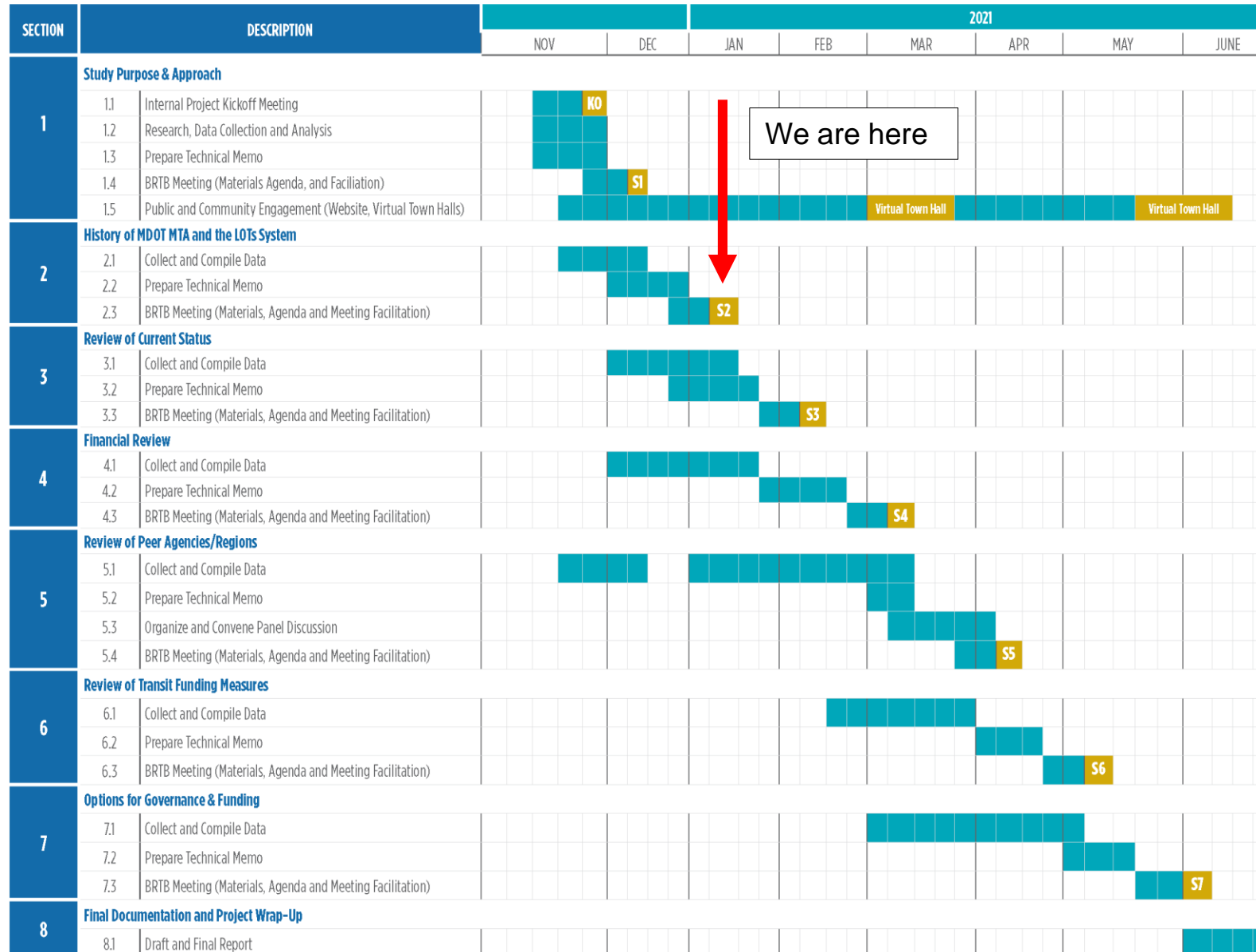
Today's Agenda

- 1 **Study Overview**
- 2 **History of MDOT, MTA, LOTS**
- 3 **Goals, Metrics, and Evaluation**
- 4 **Peer Review Approach**
- 5 **Feedback and Insights**

Study Overview

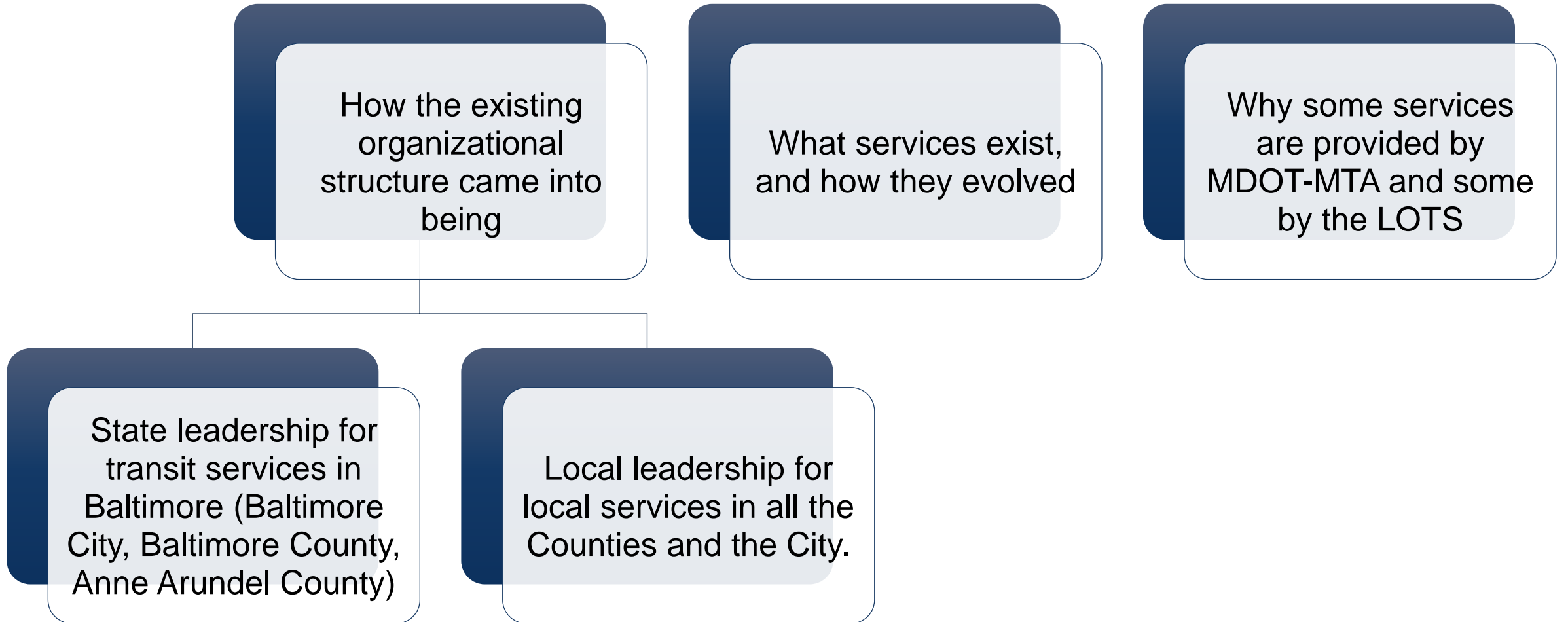
PROJECT SCHEDULE

Our proposed schedule is detailed below, with estimated project completion at the end of June 2021.



History of MDOT, MTA, and LOTS

History and Development of Transit in the Baltimore Region



**How did the state end up running
Baltimore's transit system?**

SETTING THE STAGE

The Role of the State

1908

Creation of the State Roads Commission to build a road network—members appointed by the Governor

1910

Creation of the Public Service Commission to regulate transportation (fares and services) statewide—including Baltimore

CITY

STATE

The 1950s

Transit Becomes an Issue



Post-war transit ridership declines lead to strikes, rate cases, official inquiries into adequacy of service

Context

Context: the privately-owned (National City Lines) Baltimore Transit Company serves Baltimore City, portions of Baltimore County and Anne Arundel County

Its rates and services are regulated by the Maryland Public Service Commission

CITY

STATE

The Weather
Fair and cold today and tonight, with
the high about 32. Yesterday's tempera-
ture: High, 67; low, 23.
(Details, Page 14; Map, Page 32.)

THE



SUN FINAL

Vol. 240—No. 58—F

PAID CIRCULATION IN DECEMBER (July—Dec. to Feb.)
MORNING EDITION 405,654 SUNDAY 324,300

BALTIMORE, THURSDAY, JANUARY 24, 1957

Entered as second-class matter
at Baltimore Post Office

34 Pages

5 Cts

County Elects 4-Man GOP Majority To 1st Council Mayor Says City May Have To Run Transit Russia Warns U.S. And Allies On Nuclear Base

DEMOCRATIC RULE OF 50 YEARS ENDS

Party In Power Wins
2 Seats, Appears
Winner Of 3d

3 U.S. Planes Are Searched In Bomb Hoax

Honolulu, Jan. 23 (AP)—The
Air Force said today a second
bomb hoax in four days caused
three planes to be searched, one
after it was called back from
far at sea.

A spokesman said a woman
called Hickam Air Force Base
and said a bomb was on a plane
just leaving Hickam or already
in the air.

One Constellation two hours
out toward Wake Island with 71
passengers and 19 crewmen
was called back and searched.

NIKE TO SEEK NEW ACCORD WITH RUSSIA

To Try For Better Un-
derstanding With
Other Nations

Tentative approval given by
House committee to Mid-East
proposal Page 8
By GERALD GRIFFIN
Washington Bureau of The Post

Wartime Retaliation In Kind Threatened

Countries Permitting Installations Are Called On
To Repudiate Alleged 'Aggressive Plan'

Moscow, Jan. 23 (AP)—The
Soviet Government warned the
United States tonight against
setting up nuclear weapons and
missile bases in other countries,
Allied nations also were warned,
for any consequences that might
arise from establishment of
United States nuclear support
for preparation for atomic war
Denial By Turkey

EISENHOWER HOPING FOR BUDGET CUT

Agrees With Humphrey
That Some Spending
May Be Reduced

Eisenhower submits annual
economic report Page 2
By WILLIAM KNIGHTON, JR.
Washington Bureau of The Post

HE POSES SUCH ACTION IF LOCAL BUSINESS ME FAIL TO ACQUIRE B.T.

D'Alesandro Doesn't State Flatly Whether
Would Have Municipality Buy Company
Franchise Or Set Up Own

By JOSEPH E. L. STEWART
Washington Bureau of The Post

1957

Baltimore City Mayor D'Alesandro
calls for either new local owners or
public ownership by the City

CITY

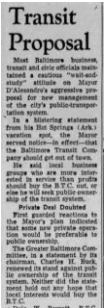
STATE

The 1960s

Baltimore Turns to the State



City council and business community reject City ownership, issues continue



Legislation introduced into the General Assembly for Legislative study commission—commission members appointed by the Governor



1963

Streetcar operation ends



1961

Bill passes creating the Metropolitan Transit Authority (the first MTA), includes Baltimore City, Baltimore County but not Anne Arundel



The MTA takes over regulation of BTC and suburban bus companies

CITY

STATE

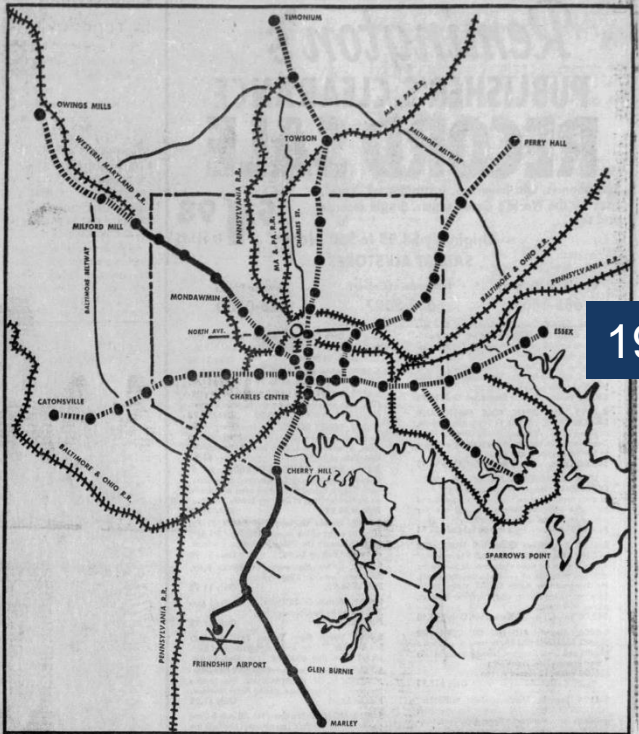
Proposal for Rapid Track?

rest to Reisterstown (similar to the MTA's proposed new line to Owings Mills); a line southeast to Harundale almost the same as the MTA's proposed route to Marley); a line north to Timonium (a corridor the MTA plans to serve in the future) and a northeast line to White Marsh and one southwest to Hanover.

The study recommended reopening the B.&O.'s Howard street tunnel—the one that runs by the old Mount Royal Station, now the Maryland Institute—to passenger service. This would necessitate double tracks being restored (the railroad replaced them with a single track when the middle to accommodate high freight cars and piggyback loads in the 1960s) and some rerouting of freight traffic.

It said that 35 miles of new track would have to be built (the MTA is going to build 28 miles of new track for its first phase alone) and that some new connections would have to be made between the Pennsylvania, the Western Maryland and the B.&O. railroads north of the Mount Royal Station in the vicinity of North Avenue, to allow the trains to fan out over the city and the suburbs. Stations, yards and signals would also be needed.

There would be problems of coordinating the separate railroads, and the railroad brotherhoods, the study pointed out. In addition, the existing lines don't serve the northeast section of the city very well: the Harford and Belair road areas.



1968

Rapid Rail Plan for Baltimore

- Developed by Mass Transit Steering Committee appointed by the Governor
- 71-miles, \$1.7 billion
- Anticipated federal contribution of 2/3 of capital cost

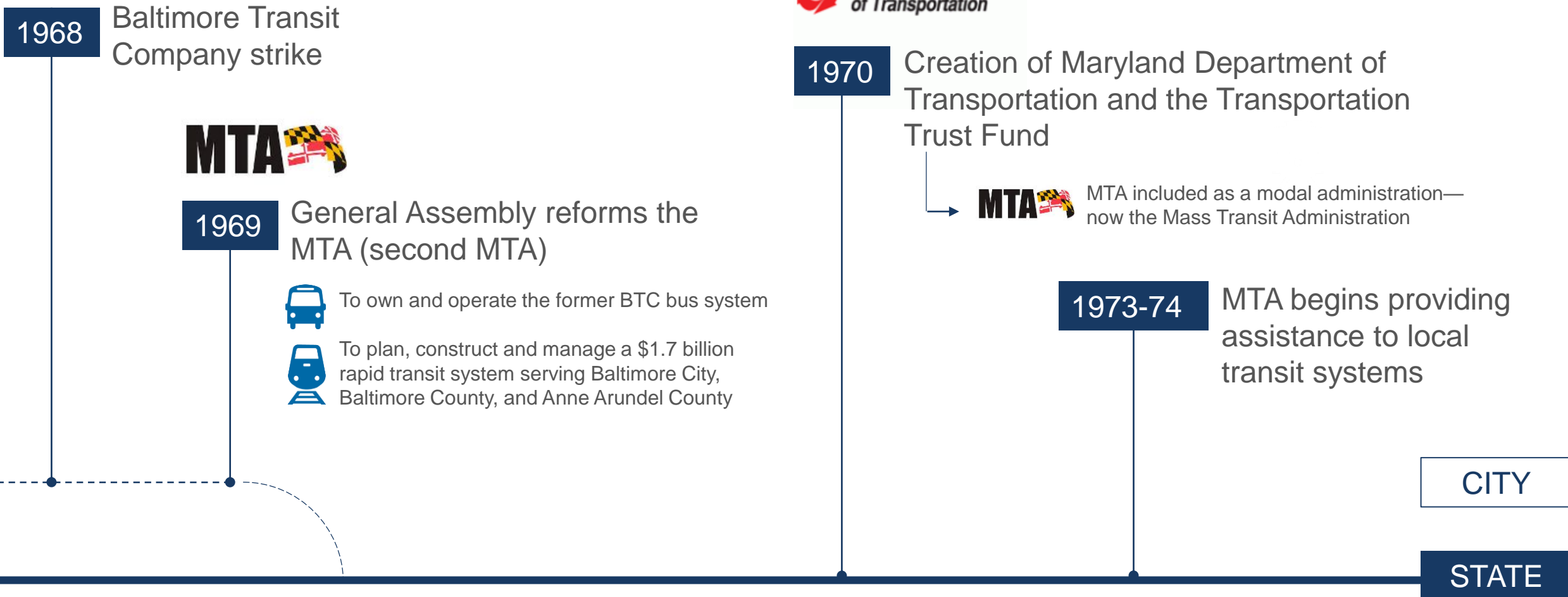
Baltimore's proposed transit system corresponds closely to the city's existing rail lines. By spending \$100 million to build an interchange in the area around North Avenue and Howard Street, the city might revive its former rail

CITY

STATE

1968-73

State Takeover, Plan for Rapid Rail Emerge



1970

Creation of Maryland Department of Transportation and the Transportation Trust Fund



MTA included as a modal administration—now the Mass Transit Administration

1973-74

MTA begins providing assistance to local transit systems

CITY

STATE

1973-2017

MTA Develops As a Multi-Modal Agency



1973

Private suburban bus lines incorporated into MTA



1978

MTA begins offering paratransit services



1974

MDOT (not MTA) begins subsidizing commuter rail service on the B&O

Public Transportation Development Division begins administering statewide transit grant program

1980

BWI Rail Station opens

1983

Baltimore Metro Subway initial segment opens

1983



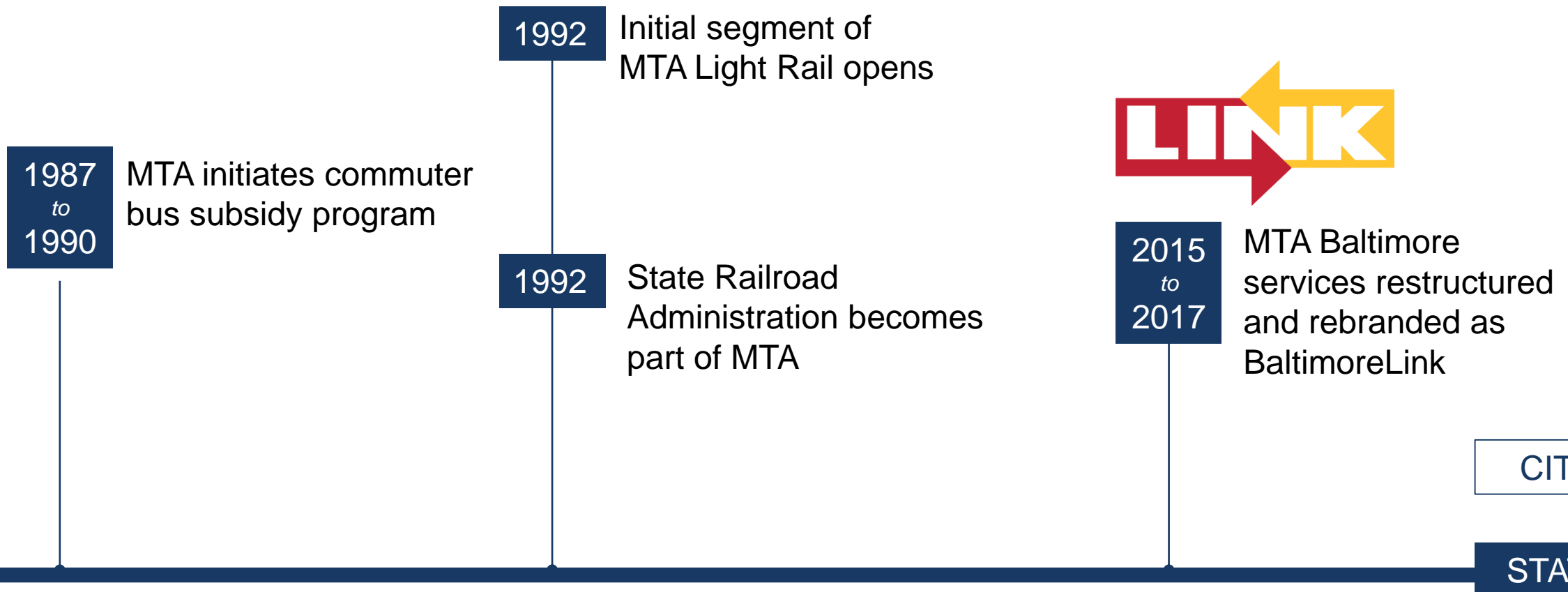
MARC commuter brand created—commuter rail under State Railroad Administration

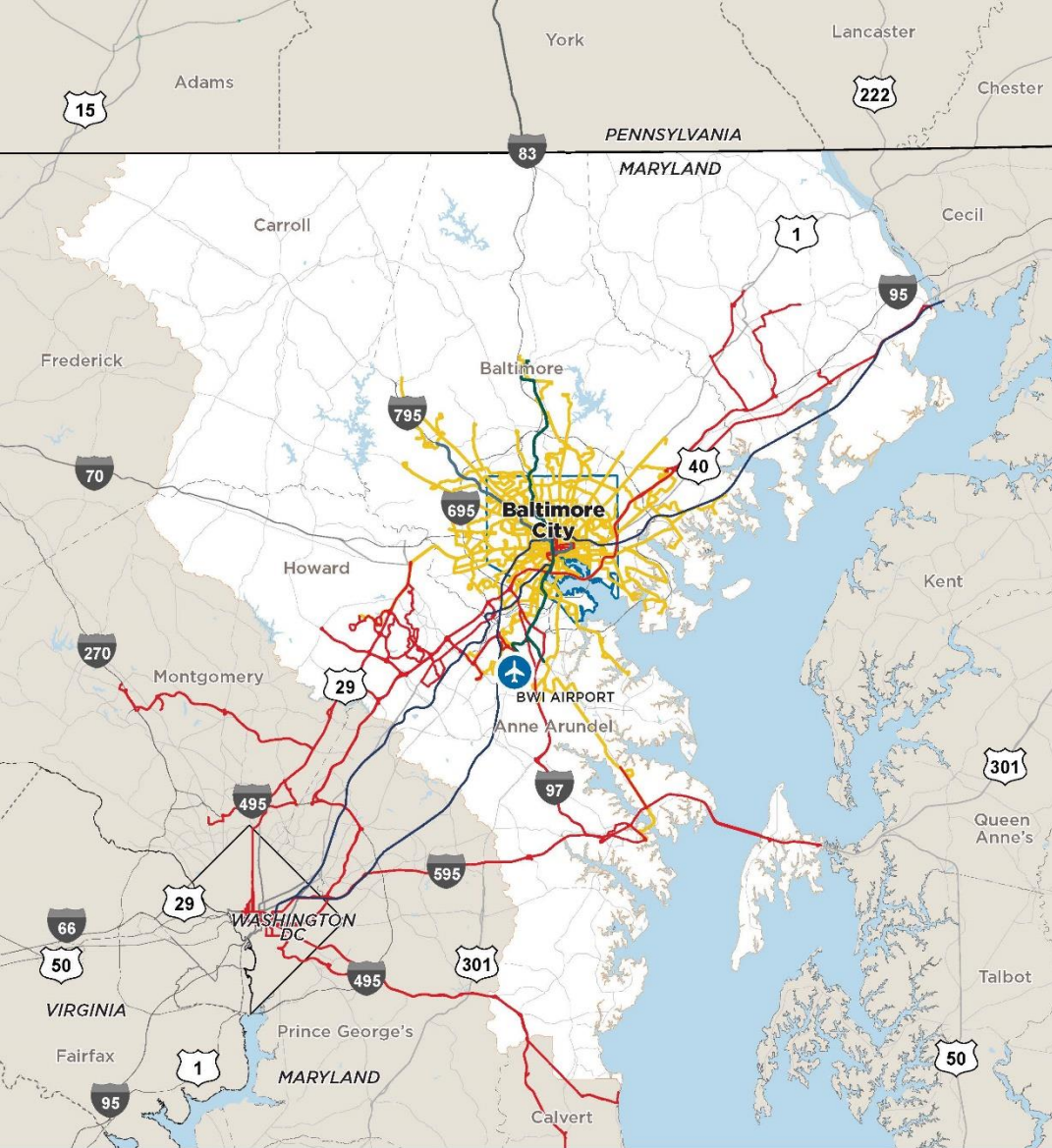
CITY

STATE

1973-2017

MTA Develops As a Multi-Modal Agency





MDOT-MTA Today

TRIPS

63,988,571

FIXED-ROUTE BUS:
CityLink, LocalLink, ExpressLink

6,966,072

LIGHTRAILLINK

7,275,335

METROSUBWAYLINK

2,992,499

MOBILITYLINK

9,180,885

MARC COMMUTER RAIL

3,623,587

MTA COMMUTER BUS

*All trip FY19

How did the Locally-Operated Transit Systems (LOTS) develop?

1974-2020

MDOT-MTA Development of the Statewide Program

1974
to
1975

Public Transportation Development Division begins administering statewide transit grant program

1975

Interagency Committee on Specialized Transportation created by Governor, MTA administers Section 16(b)2 program providing funding to local non-profits

1977

Federal Section 18 rural transit program initiated, administered by MTA

1980

MTA reorganized, statewide program under Program Development Division

1983
to
1984

MTA reorganized, statewide program now in Planning and Program Development Division

1980

Statewide Specialized Transportation Assistance Program (SSTAP) provides state funding to counties, administered by MTA

STATE

1974-2020

MDOT-MTA Development of the Statewide Program

1991
to
1992

MTA reorganized, statewide program now Capital and Statewide Programs

1993

Statewide programs now under Office of Planning and Programming

2004

Senior Rides Demonstration Program enacted, administered by MTA

2009

Office of Local Transit Support (OLTS) created

2018

Maryland Jobs Access Reverse Commute program enacted, administered by MTA

STATE

Evolution of the LOTS in Baltimore Region

- Except for City of Annapolis, LOTS origins are in locally-provided human service transportation (primarily transportation for seniors and persons with disabilities)
 - Baltimore CountyRide operated by County Office on Aging until July 2020
 - Anne Arundel Department of Aging and Disabilities comes under Office of Transit in 2018
 - Queen Anne's County Ride still operated by county Department of Aging
 - Carroll County also began under Bureau of Aging
 - Harford transit begins in Office on Aging, 1989 begins public routes
 - Howard transit has origins in private non-profit URTA
- Unique situations:
 - Transit service in new city of Columbia evolves into today's RTA after efforts at developing a regional system to link eastern Howard, western Anne Arundel and northern Prince George's counties
 - Baltimore City identifies needs for specialized circulator and ferry service
 - The independent system in the City of Annapolis is continued
- Larger fixed-route systems developed where MDOT-MTA service has been limited—Howard, Harford

LOTS in each jurisdiction

TRIPS

413,457

Annapolis Transit

295,177

Anne Arundel County Office of Transportation

1,400,238

Baltimore City Charm City Circulator

332,561

Harbor Connector

38,533

Baltimore CountyRide

161,867

Carroll Transit

358,500

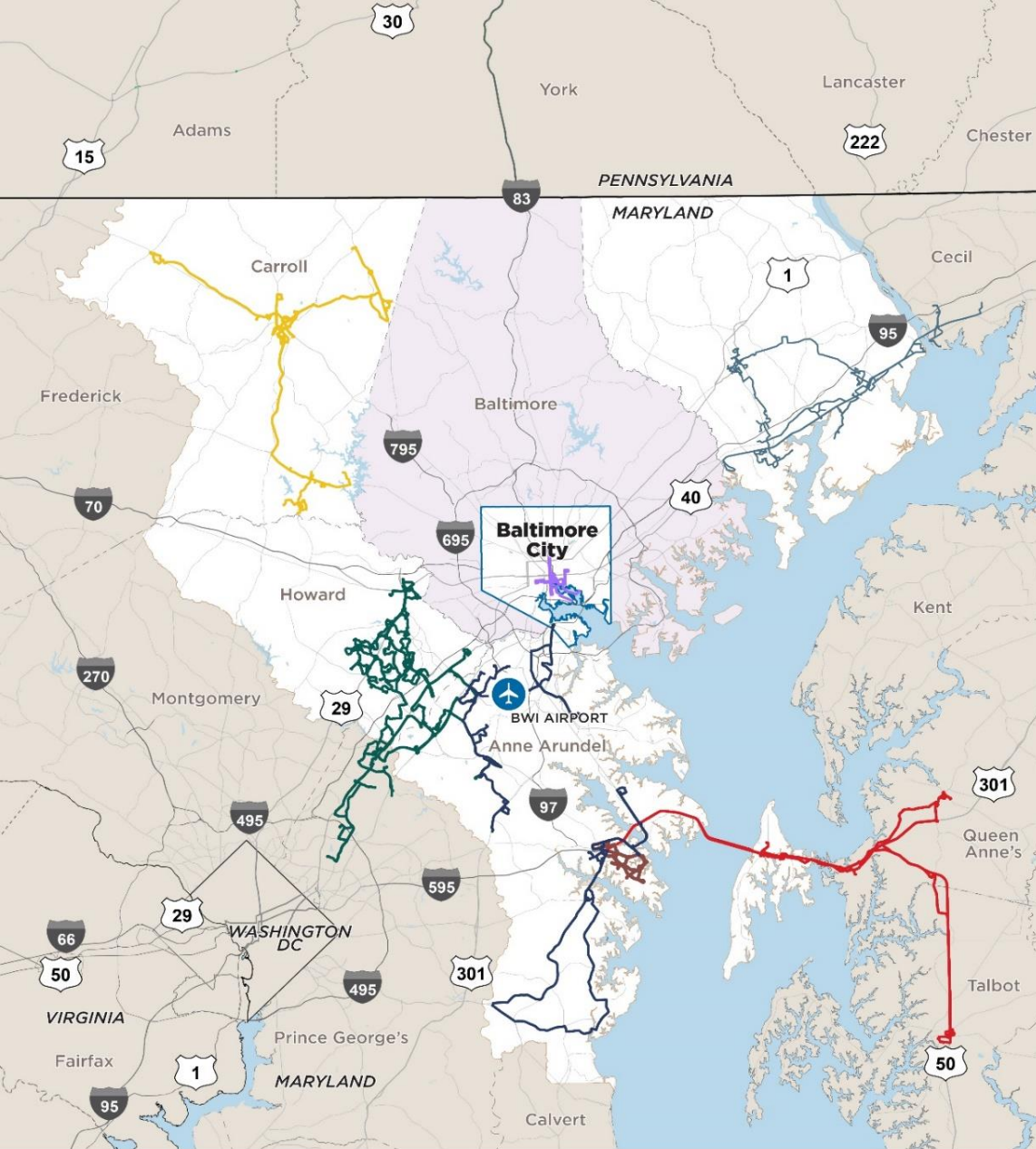
Harford Link

751,434

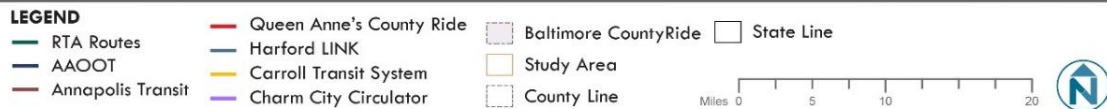
RTA

26,662

Queen Anne's County Ride



Locally Operated Transit Systems (LOTS)



Findings and Implications

Historical Insights

- The strong state role in Maryland is historic, it has developed over nearly one hundred years
- State involvement created stability for transit services
- Local transit services have developed with state support, but are driven by local needs
- Two key expansions in MTA scope:
 - Statewide programs—administrator of federal and state funds provided to local systems
 - Provider of regional services beyond the Baltimore region—MARC commuter rail, commuter bus



Findings and Implications

Different Approaches to Governance

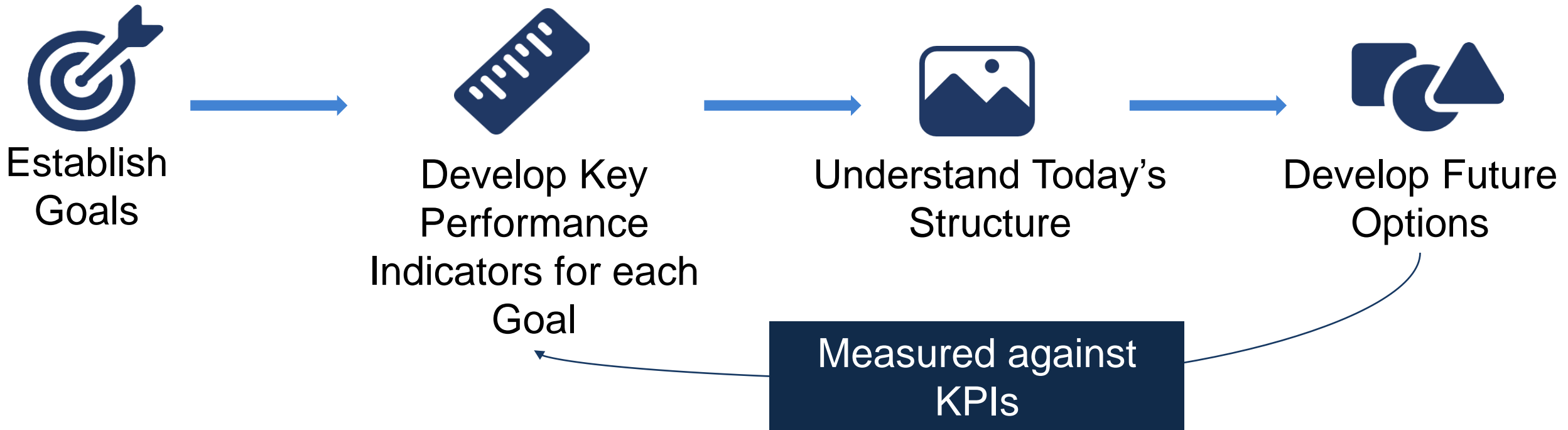


- Dual approach—state run vs. local services
- Fragmented transit network
- Different funding models a challenge for governance
- State provision of non-federal share for MDOT-MTA services a major benefit to regional governments
- Level of funding and priorities determined by a state agency under the executive with limited local input

Goals and Evaluation Framework

Goals and evaluation framework

How will we measure and evaluate new models?



BRTB Goal setting exercise

What are the most important reasons for doing this study?



BRTB Goal setting exercise

What should a potential new governance structure accomplish?



Setting measurable goals

Address state of good repair needs

Improve safety

Improve service quality

Create seamless intermodal and intersystem connections

Improve service reliability

More regional connectivity

Reduce traffic congestion

Improve regional coordination on mutual transit needs

Reduce sprawl with TOD investment

Prioritize state transit investment

Support economic development

Provide equitable funding

Address climate change

Address historic underinvestment

Support economic justice

GOVERNANCE & FUNDING GOALS



Improve Coordination

Support local planning efforts
Improved regional planning



Regional Connections

Better meet regional travel needs
Seamless connections between services



Improve Service

More service hours and frequency
Better transit reliability
Better service quality



Enhance Decision Making

More local input and support
More regional decision-making framework
Promote transparency & accountability



Increase Investment


Address State of Good Repair needs
Invest in major transit infrastructure
Increase funds for transit operations



Ensure Equitable Investment

Expand funding sources
Consider distribution of funding
Improve cost effectiveness of delivering se

Sample Goals & Metrics

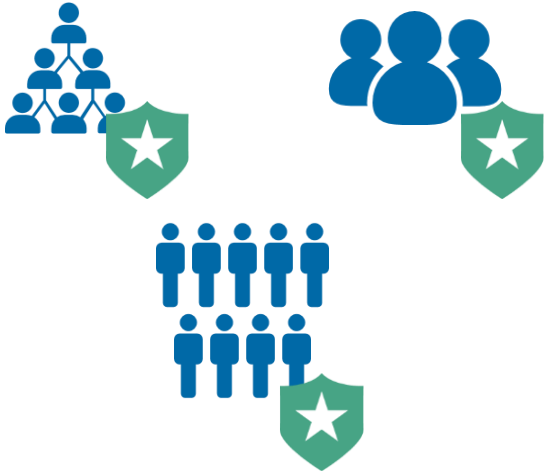
| | | Current | Option 1 | Option 2 | Option 3 |
|--|-----------------------------|---------|----------|----------|----------|
|  | Improve Coordination | ●●○ | ●●○ | ●●● | ●●○ |
|  | Improve Service | ●○○ | ●○○ | ●●○ | ●●● |
|  | Increase Investment | ●●● | ●●● | ●○○ | ●●○ |
|  | Regional Connections | ●○○ | ●○○ | ●○○ | ●●○ |
|  | Enhance Decision Making | ●○○ | ●○○ | ●●○ | ●●● |
|  | Ensure Equitable Investment | ●●○ | ●●○ | ●●● | ●●● |

Peer Review Approach

Why do a Peer Review? Helps to understand relative performance and think about what's possible. Two-step approach:

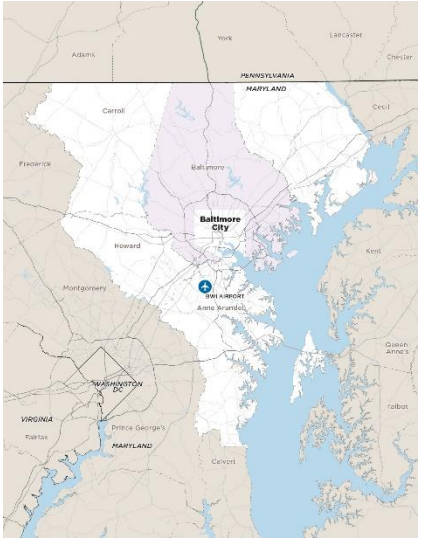
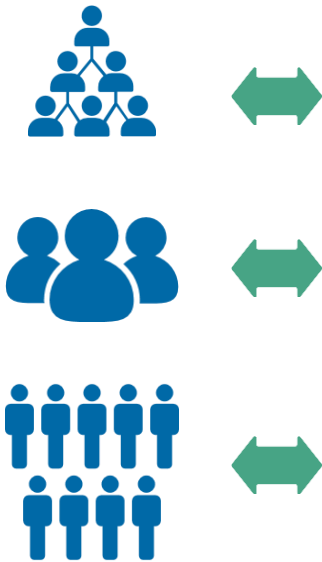
1

First identify systems that stand out for each of these goals



2

Then, refine to ensure relative likeness to the Baltimore region (population, land use, etc.)



Thank You!

N NELSON
NYGAARD

KFH
GROUP

KPMG

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