MTA Updates

Baltimore Regional Transit Commission

Holly Arnold, Administrator & CEO
May 3, 2024

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

Red Line TOD Grant

- $550,000 in funding to create a transit-oriented development implementation plan for the West Baltimore Red Line Station

- Existing West Baltimore MARC Station is well positioned to receive significant transportation investment
  - Amtrak-led Frederick Douglass Tunnel
  - MTA-led Red Line

- Implementation plan will address specific opportunities for redevelopment, multiple financing mechanisms, and strategies for both mixed income and affordable housing
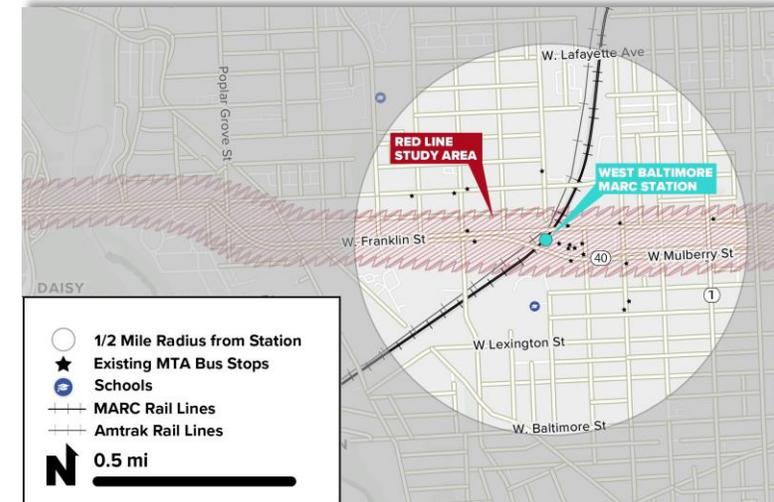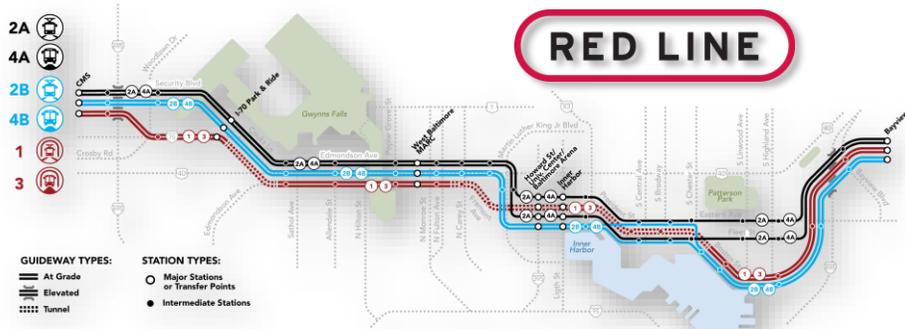
USDOT SMART Grant
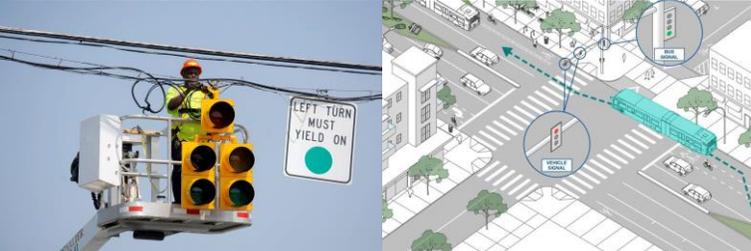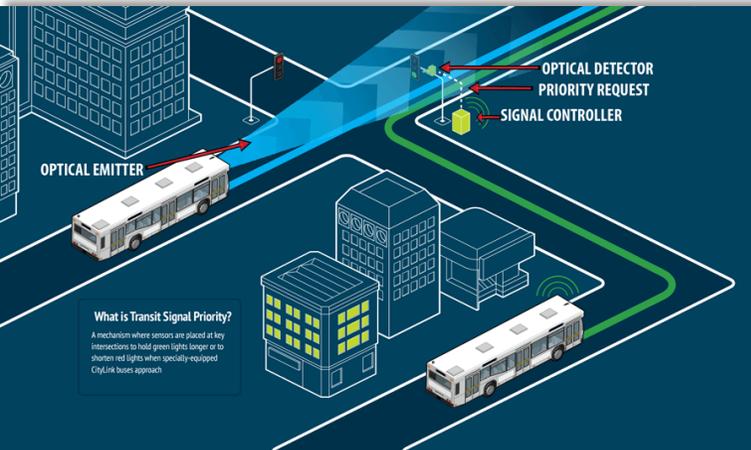
- $1.28 million federal grant for transit signal priority (TSP)
  - Cloud-based, state-of-the-art technology
  - Reduced maintenance costs
  - Improved green light predictions for transit vehicles

- Installation at 90 intersections on four high-frequency bus lines
  - 28 intersections along York Road and Greenmount Avenue (CityLink Red)
  - 26 intersections along Belair Road (CityLink Brown)
  - 19 intersections along Loch Raven Boulevard (CityLink Green)
  - 17 intersections along Liberty Heights Avenue (CityLink Lime)

- Coordinating with BCDOT and BCIT

- Will improve on-time performance, reliability, and travel times
  - Reduces the time buses wait at traffic signals by holding green lights longer or shortening red lights

Patapsco Pedestrian Bridge Grant

- $5 million in federal funding to support new pedestrian connection between Cherry Hill and the Patapsco Light Rail Station
  - Included in FY24 Omnibus Spending bill
  - Critical to advancing project to full funding (~$15 million)

- Will improve safety and bicycle/pedestrian access
  - Key connection for expanding trail network in the area

- Coordinating closely with BCDOT's complete streets plans for Patapsco Avenue and BMC's Patapsco Regional Greenway Phase Three segment

FTA Climate Award

- Received FTA Healthy Climate Award for MTA's Climate Action Plan
  - Assesses the agency's current emissions level, sets attainable reduction goals, and develops implementation strategies for climate-related programs, processes, and projects
  - Focuses on adaptation and resiliency tools to improve preparedness and protection of transit assets

- Part of FTA's Sustainable Transit for a Healthy Planet Climate Challenge
  - Encourages transit agencies to take bold actions and prioritize investments to help tackle the climate crisis

Earth Day

- Free transit provided on all modes on 4/22

- Unveiled two buses wrapped in original artwork by 6 young Maryland artists
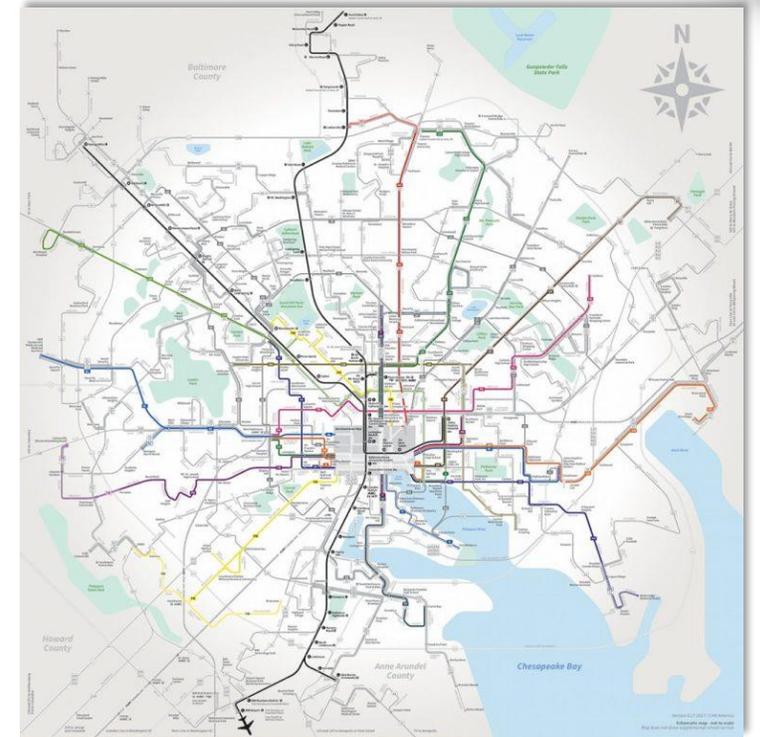 - Part of MTA's first Earth Day Youth Art Competition

Youth Transit Council

- In-person meetings held March 23 and April 27

- Active and engaged group of students

- Recruitment process for next year to get started in the coming months

Service Updates

- Recent service improvements
  - Core bus service cuts have fallen from 12.2% in January to 5.3% in April (multi-year low)
  - On-time performance up from 71% in January to 74% in April

- Completed Commuter Bus hearings

- Fall 2024 Service Change Proposal announced on April 30
  - Full draft is available at www.mta.maryland.gov/fall2024
  - Public comment period open through July 8
  - Public hearings on June 5 and 6
  - Highlights include:
    - QuickLink 40 and LocalLink 73 to be made permanent
    - LocalLink 85 extension to North Avenue Light Rail Station
    - Other modifications to improve route operations and pedestrian safety
  - Effective August 25
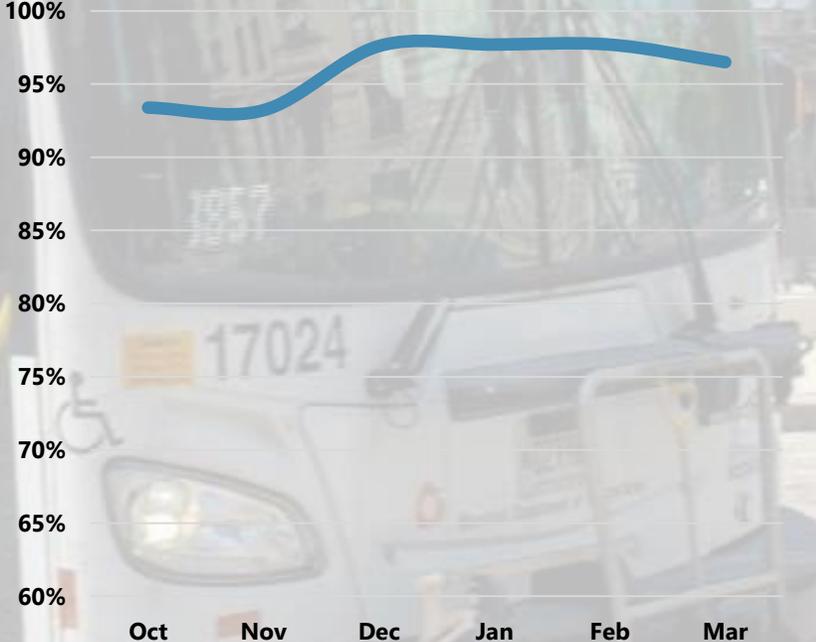
Light Rail

Service Delivery
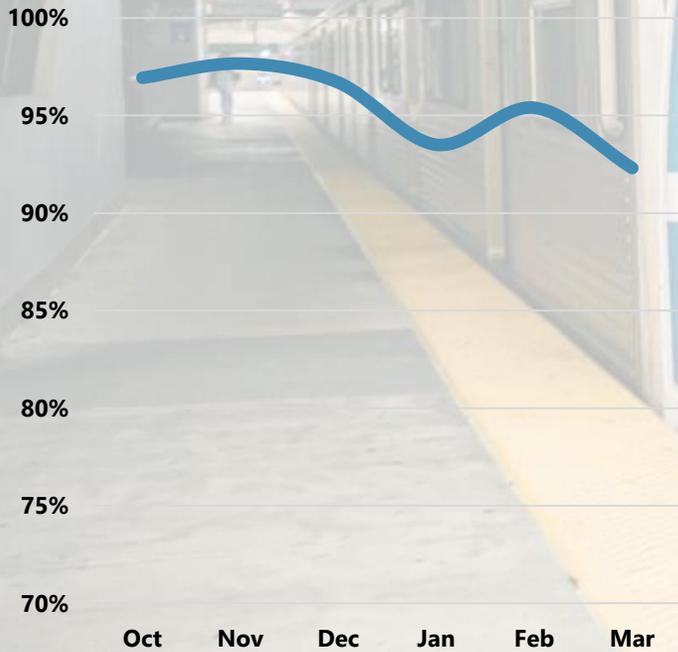
100%	
90%	
80%	
70%	
60%	
50%	
40%	

Oct   Nov   Dec   Jan   Feb   Mar

On-Time Performance

100%	
90%	
80%	
70%	
60%	
50%	
40%	

Oct   Nov   Dec   Jan   Feb   Mar

Real-Time Availability

100%	
90%	
80%	
70%	
60%	
50%	
40%	

Oct   Nov   Dec   Jan   Feb   Mar

MARC

Service Delivery

100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%

Oct Nov Dec Jan Feb Mar

On-Time Performance

100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%

Oct Nov Dec Jan Feb Mar

Real-Time Availability

100%
98%
96%
94%
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90%
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80%

Oct Nov Dec Jan Feb Mar
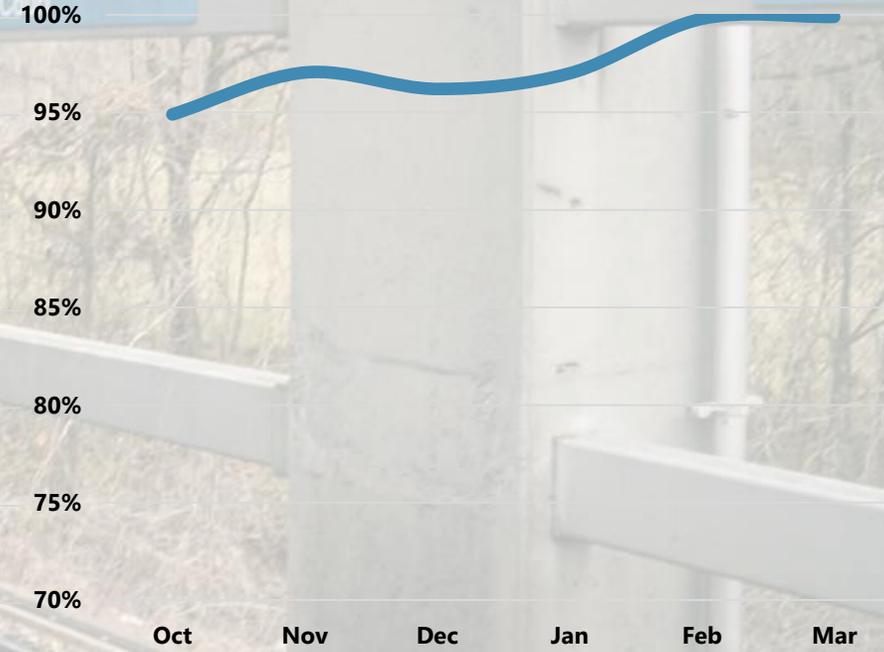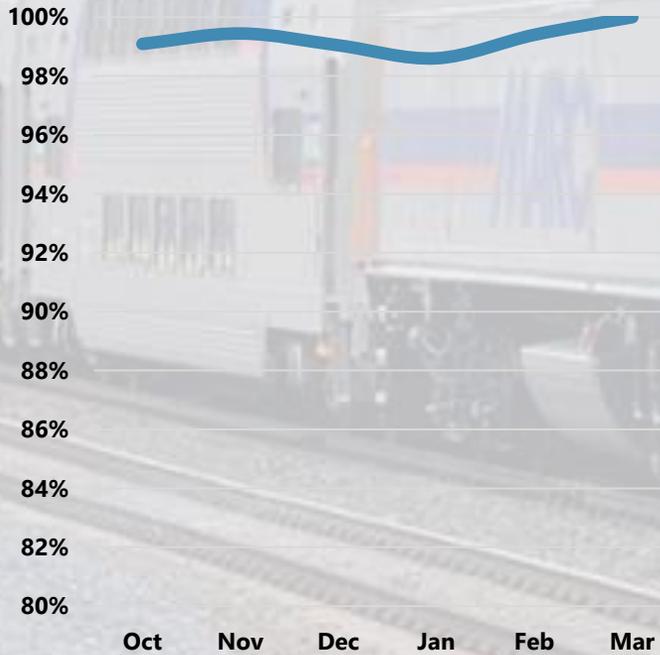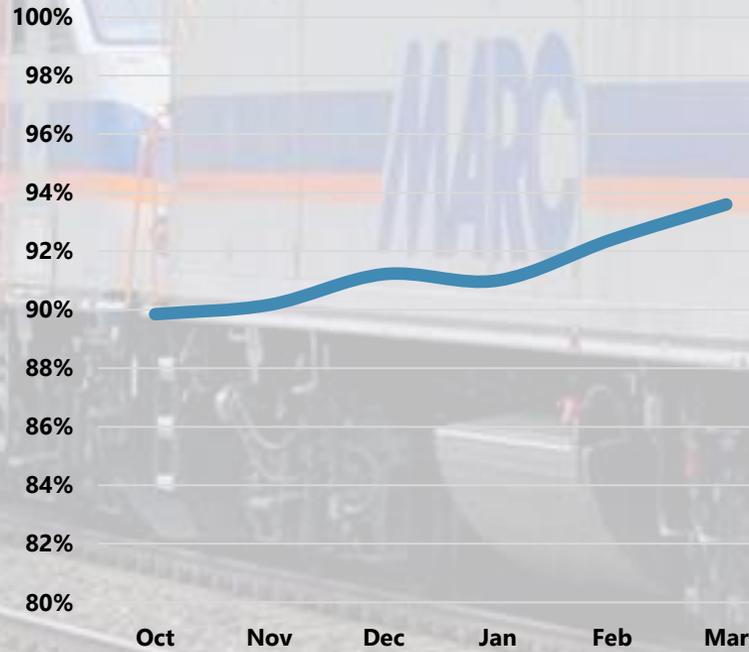
Commuter Bus

Service Delivery

100%	
95%	
90%	
85%	
80%	
75%	
70%	

Oct   Nov   Dec   Jan   Feb   Mar

On-Time Performance

100%	
95%	
90%	
85%	
80%	
75%	
70%	

Oct   Nov   Dec   Jan   Feb   Mar

Real-Time Availability

100%	
95%	
90%	
85%	
80%	
75%	
70%	

Oct   Nov   Dec   Jan   Feb   Mar
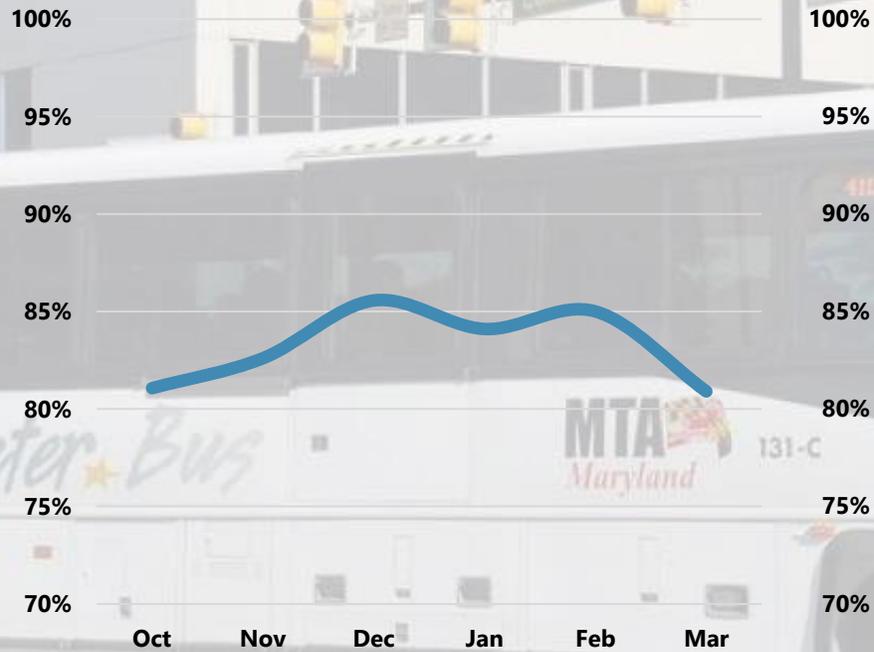
Mobility

On-Time Performance

100%	
95%	
90%	
85%	
80%	
75%	
70%	

Oct   Nov   Dec   Jan   Feb   Mar
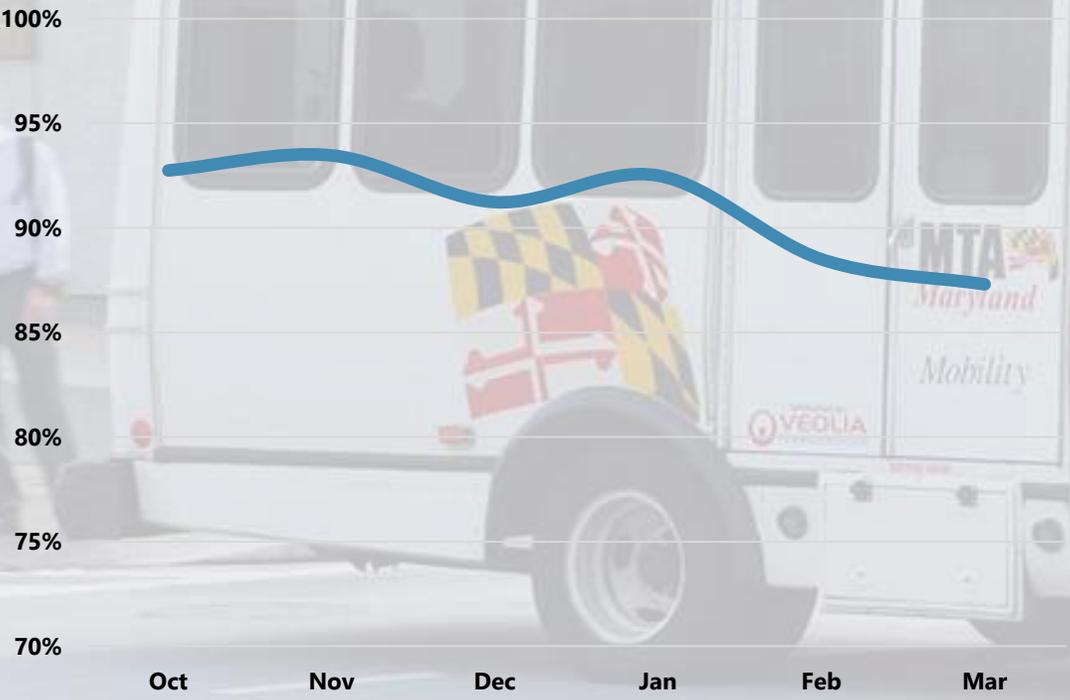
Fixed-Route Equivalency

100%	
95%	
90%	
85%	
80%	
75%	
70%	

Oct   Nov   Dec   Jan   Feb   Mar

Hiring

MTA Vacancy Rate

—— Overall   —— Operators

Operator vacancy rate is 1% as of March

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar

2022

2023
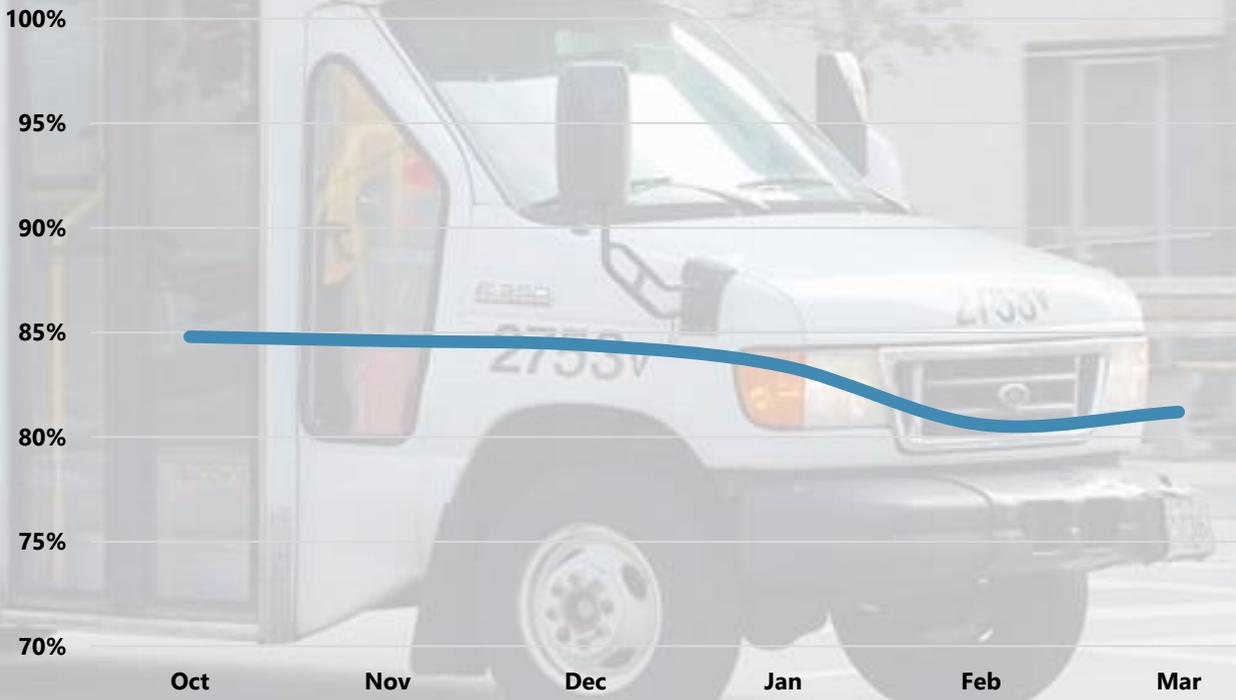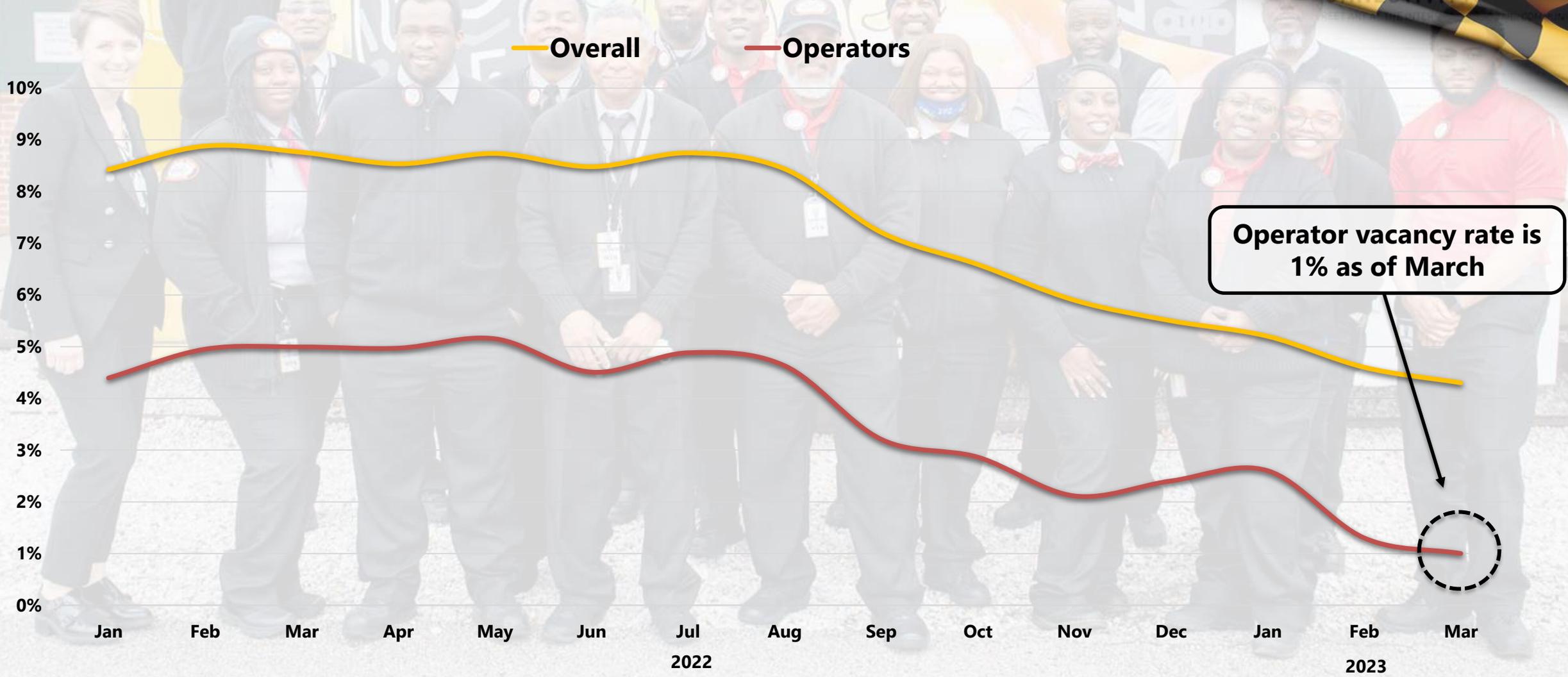
Ridership

Total MTA Ridership by Month
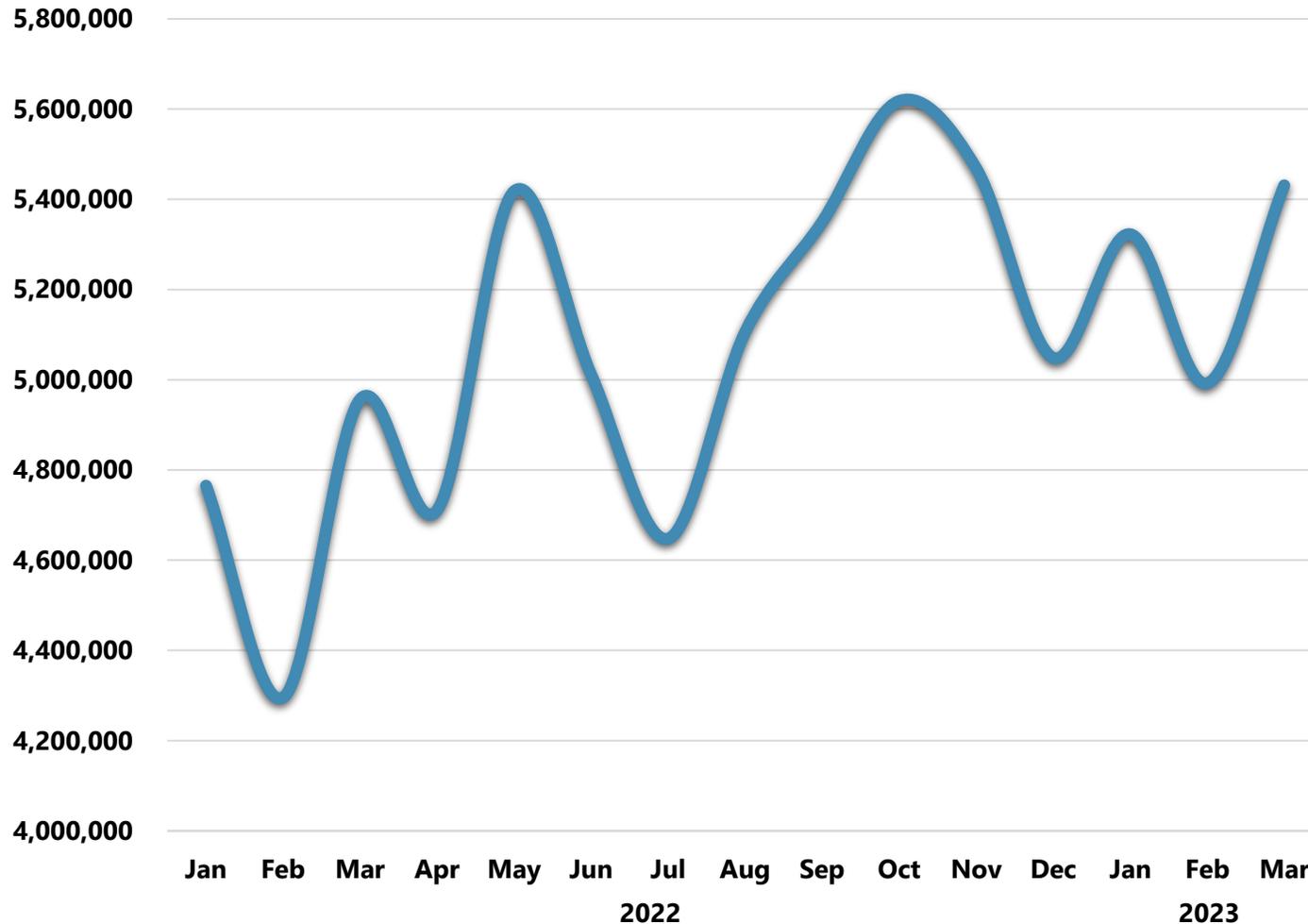
- Ridership trending upward
  - Q1 ridership up 12% year-over-year
  - 9 of the last 12 months have exceeded 5 million rides

- MARC, Mobility, and Metro reached post-COVID ridership highs in March
  - Mobility has surpassed pre-COVID ridership levels as of Q1
  - Overall agency is ~80% recovered

BMORE BUS Plan

- Launched on April 23

- Survey online until May 31: https://www.jotform.com/form/240323971900047

A Better Bus System is Possible

What improvements is MTA considering?

More frequent service

New or modified routes to serve new destinations and connections

Longer hours of operation

New services like limited-stop routes and on-demand transit

And more!

Other Updates

- Red Line Community Advisory Team

- Partnership with Autism Transit Project

- National Walking Day

- Light Rail survey: link here

- Core Bus survey: link here

TOGETHER LET'S SHAPE THE FUTURE OF THE RED LINE.

RED LINE   redlinemaryland.com

April 3rd

National Walking Day

Major Project Updates

Baltimore Regional Transit Commission
May 3, 2024

Metro Railcar Replacement

- MTA's Metro fleet was purchased over 40 years ago and has reached useful life

- In 2017, the $450M project to replace the fleet and install new signal system commenced

- Trains are under construction with revenue service scheduled to begin in 2025
  - First test train was delivered in September of 2023
  - Manufacturing is in the process of shifting to Hitachi's Hagerstown Plant
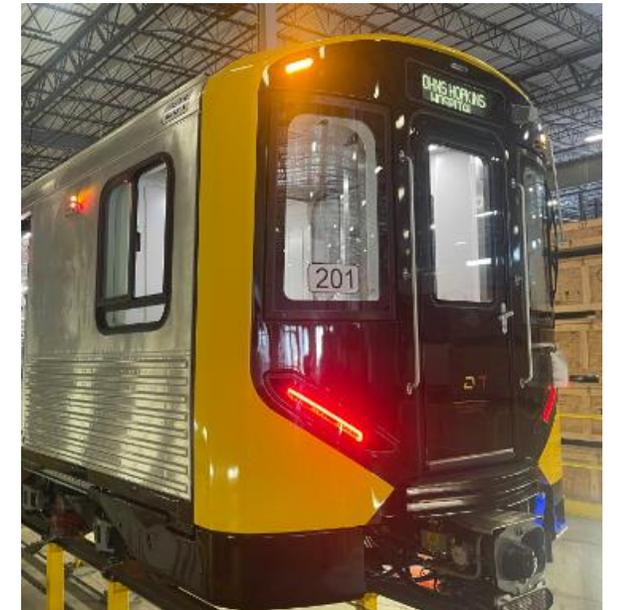
Light Rail Vehicle Fleet Transition

- All of MTA's 53 Light Rail vehicles (LRVs) have either exceeded or will reach the end of their useful life within five years

- MTA will replace this existing fleet with modern, low-floor, and accessible vehicles, eliminating the need for "high block" entry/exit ramps

- MTA was recently awarded $213M in grant funding from the FTA's Rail Vehicle Replacement program for this project and will supplement with $90M in state matching funds
  - Full cost of $1.3 billion
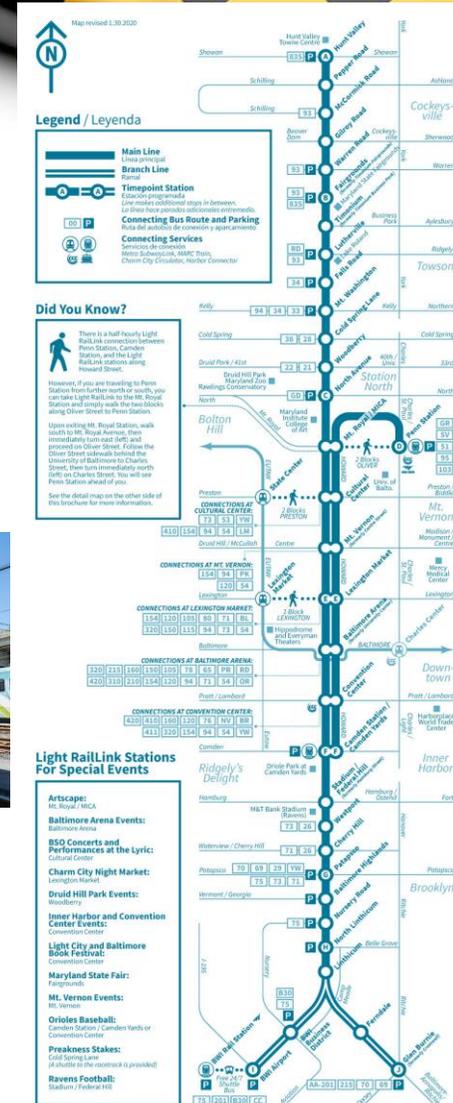
Light Rail Vehicle Fleet Transition

- LRV Fleet transition requires:
  - Redesign and updates to stations/platforms
  - Updates to maintenance facilities and signal system
  - Training for operators, mechanics, dispatch, facilities, field support, scheduling, systems, engineering, and emergency response personnel

- Benefits include:
  - Improved reliability
  - Increased frequency
  - Improved access, especially during high volume events
  - More passenger-friendly stations

EX. LIGHT RAIL STATIC ENVELOPE

NEW LIGHT RAIL VEHICLE STATIC ENVELOPE

ADA ACCESS

5"-6" GAP

STATION

11"-14"

Light Rail Vehicle Fleet Transition

LRV Replacement

2023 — 2024 — 2025 — 2026 — 2027 — 2028 — 2029 — 2030 — 2031 — 2032

Transition Plan Completion · Vehicle Specification · Vehicle Manufacturing RFP · Vehicle Production NTP · Vehicle Delivery & Commissioning

Station Improvements

Design & Phasing · Final Plans / Bid Docs · Construction begins · Ph1 Stations complete

Yards & Maint. Fac.

Business Practice · Design & Phasing · Constr Mgr. procurement · Construction begins · Facility ready for 1st LRV

2032: Full Fleet Replacement with Station and Facilities Upgrades

Mondawmin RAISE Grant

- MTA won a $20 million grant to put toward a $38.5 million station enhancement project
  - Focused on safety, accessibility, state of good repair, and sustainability improvements

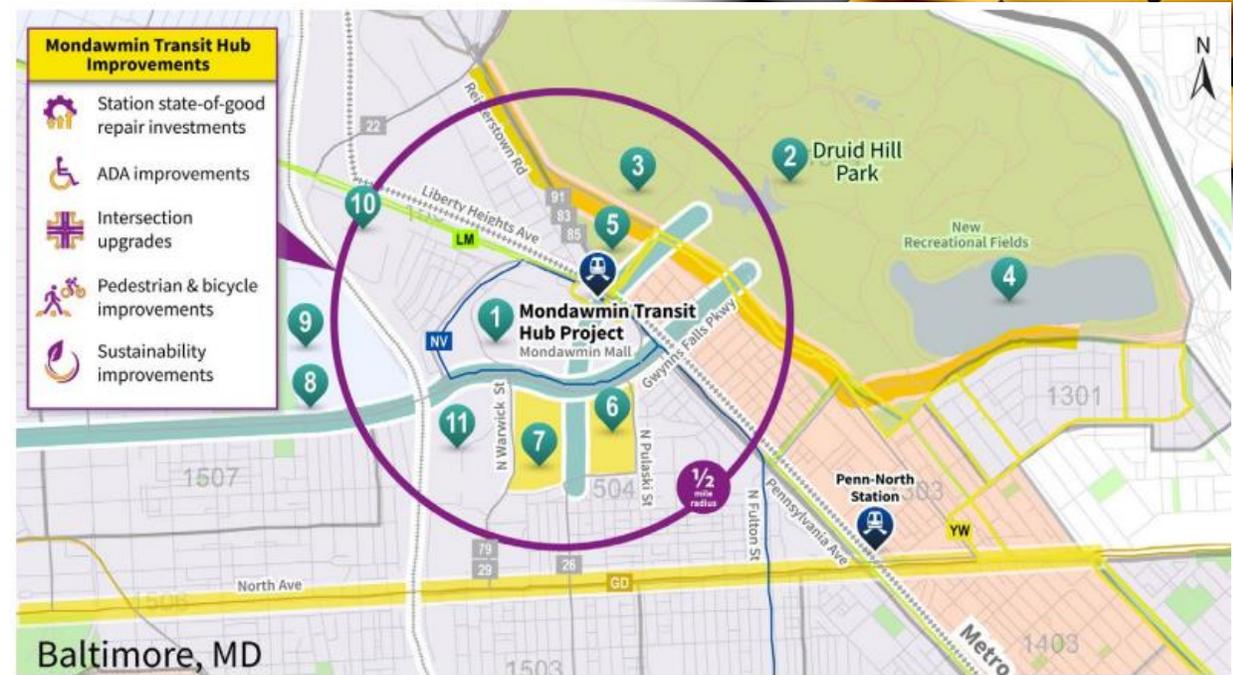- Primary Metro and bus transit connection to five public schools, two colleges, and Mondawmin Mall, a major retail and social services center

- Serves the half dozen majority-Black neighborhood communities in West Baltimore and the 745-acre Druid Hill Park

Mondawmin Transit Hub Improvements

- Station state-of-good repair investments
- ADA improvements
- Intersection upgrades
- Pedestrian & bicycle improvements
- Sustainability improvements

1. Mondawmin Mall
2. Druid Hill Park
3. Maryland Zoo
4. Druid Lake
5. Parks & People Foundation
6. Frederick Douglass High School
7. Robert W. Coleman Elementary
8. Gwynns Falls Elementary
9. Bard High School
10. Baltimore City Community College (BCCC)
11. Coppin State University (CSU)

- Area of Persistent Poverty
- Complementary Investments
- Pedestrian Priority Area
- Metro Rail
- Freight Rail
- Points of Interests
- Metro Station
- Citylink Bus Routes
- Bus Routes
- Historically Disadvantaged Community & Area of Persistent Poverty

Baltimore, MD

Mondawmin Transit Hub Project

Project Scope Elements

State of Good Repair	• State of good repair investments to upgrade station assets past their useful lives, including replacement of the bus loop, fire protection system cabling, platform tactile warning surface, attendant booth, plumbing, platform signage, and employee restrooms • Regrading of the station plaza to mitigate water drainage issues
Station Upgrades	• Addition of a new transit customer service kiosk at street level • Inclusionary wayfinding • Customer amenities, such as seating, real-time information signage, and station plaza • Upgraded station lighting
Pedestrian and Bicycle Safety	• Pedestrian infrastructure upgrades for ADA compliance within ¼ mile of the transit hub • Redesign and reconstruction of 9 high-crash intersections for improved pedestrian and bicycle safety • Installation of new protected bicycle infrastructure • Pedestrian-scale lighting • Installation of dedicated bicycle parking at the station
Environmental Sustainability	• Installation of a regenerative braking system to produce sustainable electricity from Metro Subway operations • Installation of 10 electric vehicle chargers • Replacement of impervious surfaces with 3 new roadside bioretention facilities that capture stormwater and create new green spaces

Mondawmin Transit Hub Project

Summer 2024	Late 2024	Late 2025	*Early 2027*	*Summer 2030*
Concept Development	**Prelim Design**	**Final Design**	**Construction Begins**	**Construction Complete**

Planning Effort
- Clarify vision and coordinate complimentary investments for a unified Concept Design

Stakeholder Engagement
- On-site pop-up events
- Elected Official outreach
- Gather feedback to guide Concept Design

Planning Effort
- Refine Concept Design Vision

Stakeholder Engagement
- On-site pop-up events
- Elected Official outreach
- Gather Feedback to Guide 30% Design

Engineering Effort
- Advance Design to 100% Construction Plans & Bid Documents

Stakeholder Engagement
- Elected Official outreach

North-South Corridor Study

- One of the first two corridor studies from the Central Maryland Regional Transit Plan

- Feasibility study considered alignment, mode, and benefits of north-south premium transit
  - Modes considered: Light Rail, Bus Rapid Transit, Heavy Rail (Metro)
  - Designed to gather public input and provide high-level technical information for more detailed evaluation
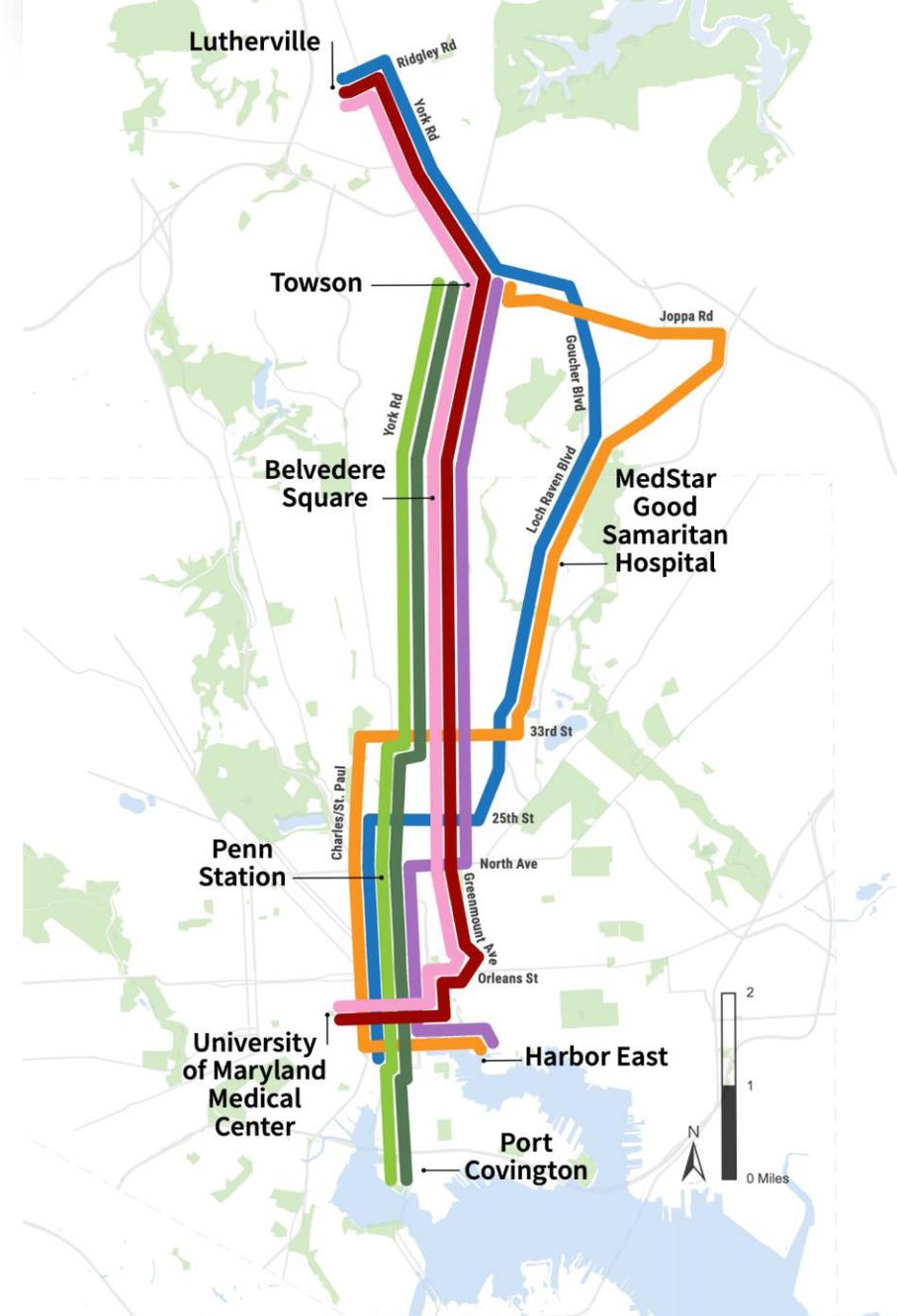
North-South Corridor Study

- Feasibility study results were published in December 2023
  - Strongest performing segments were York Road from 33rd to Towson, and Charles/St. Paul from Penn Station to Downtown
  - Loch Raven Boulevard and York Road north of Towson are more appropriate for longer term investment
  - Light Rail and Bus Rapid Transit strongest performing modes
  - Harbor East and Baltimore Peninsula are potentially strong southern termini

- Alternatives Analysis (AA) will be launched this year to answer key questions including:
  - How should the North South corridor connect from 33rd Street to Penn Station?
  - Which mode should be used for the North-South corridor?
  - What should the southern terminus be?

- Alternatives will be advanced further into concept design to capture benefits and impacts

Eastern Baltimore County Access Study

- 2022 East West Corridor Feasibility Study noted the potential demand east of Bayview, as did Baltimore County partners and other stakeholders

- Eastern Baltimore County Access Study will assess future extension of Red Line's eastern end

- The Red Line project will be designed "not to preclude" extension past its eastern terminus

- Project team re-engaging with Baltimore County partners this spring and public engagement expected later this year

Legend

- Bus Stops within Study Areas
- Bus Routes

Study Areas
- Bayview (Origin)
- Essex (Destination Option 1)
- North Point Shopping Center (Destination Option 2)
- Dundalk (Option 3)
- Tradepoint Atlantic (Destination Option 4)
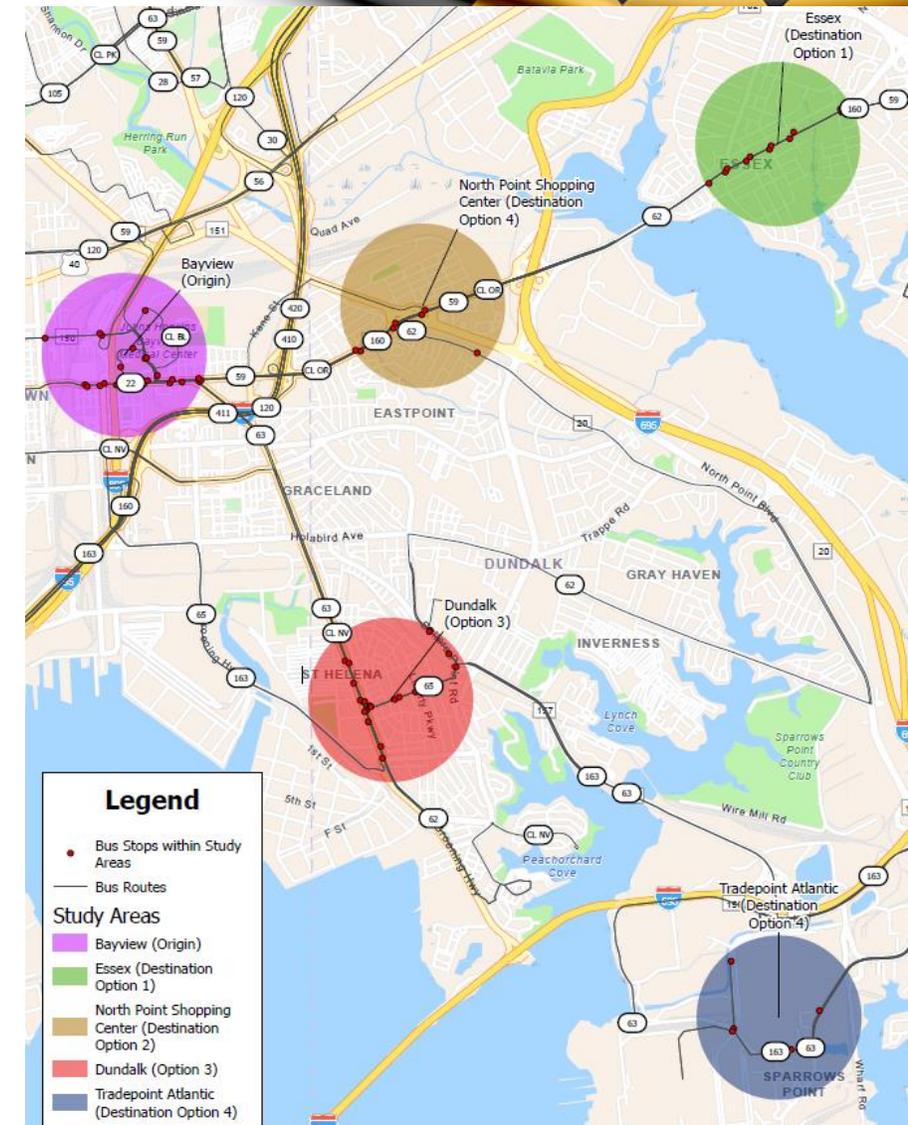
Regional Transit Plan Update

- 25-year vision for transit in our region, first published in 2020 and updated every five years as required state law

- 2025 update will:
  - Re-assess existing conditions and account for post-COVID travel patterns
  - Report on implementation steps taken since 2020
  - Develop regional corridors into a more detailed and prioritized project pipeline
  - Refine cost estimates and potential expansion budget needs

- **Baltimore Regional Transit Commission has a legislatively required role to approve this document**
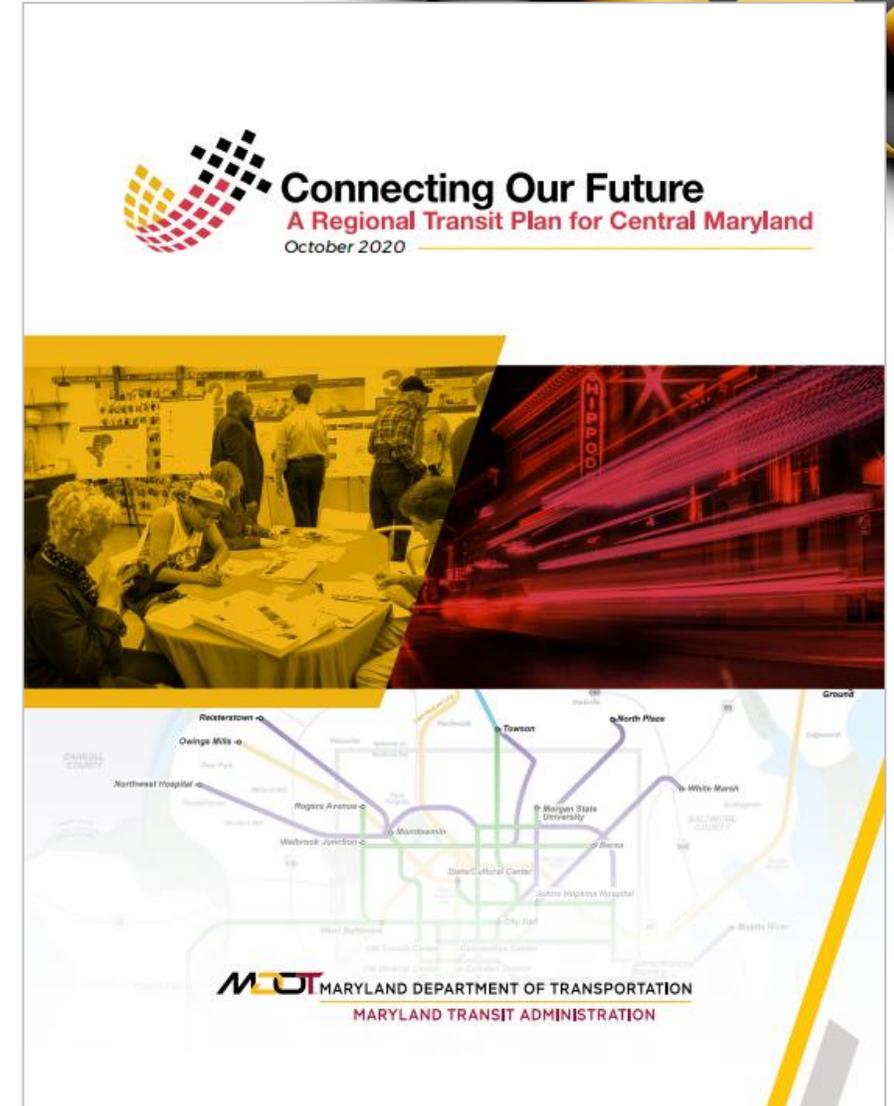
Capital Needs Inventory

- Key guidance document produced by MTA's Asset Management program
  - Uses asset condition data to predict yearly spending needed to achieve/maintain a state of good repair
  - Incorporates State and agency goals, as well as safety and operations, when assessing priority
- Latest CNI published in July 2022, updated every three years
  - Annual report submitted to legislature each January showing year's State of Good Repair and other Capital expenditures

MDOT MTA | CY2022–2031

10-Year Capital Needs Inventory & Prioritization

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

July 2022

STRATEGIC GOALS

| Addressing Safety and Security | Providing Reliable, Efficient Transit Service | Planning for a Sustainable Future | Centering Equity | Communicating with Our Stakeholders |

INVESTMENT CRITERIA

| Safety and Security Impact | Service Reliability | Operations & Maintenance Impact | Equity Impact | Customer Impact |

Asset Condition

Capital Needs Inventory

- The CNI Provides information about:
  - State of Good Repair (SGR) backlog value and assets
  - SGR and Enhancement needs over next 10 years
    - Excludes LOTS, Purple Line and system expansion
  - Investment level needed to address SGR and Enhancement needs

Current Asset Base $12.6 Billion

- Facilities 10%
- Vehicles 22%
- Systems 13%
- Stations 20%
- Guideway Elements 35%

$477, $526, $343, $163, $311

Total Current SGR Backlog by Asset Category ($Millions 2021)

Vehicles · Systems · Stations · Guideway Elements · Facilities
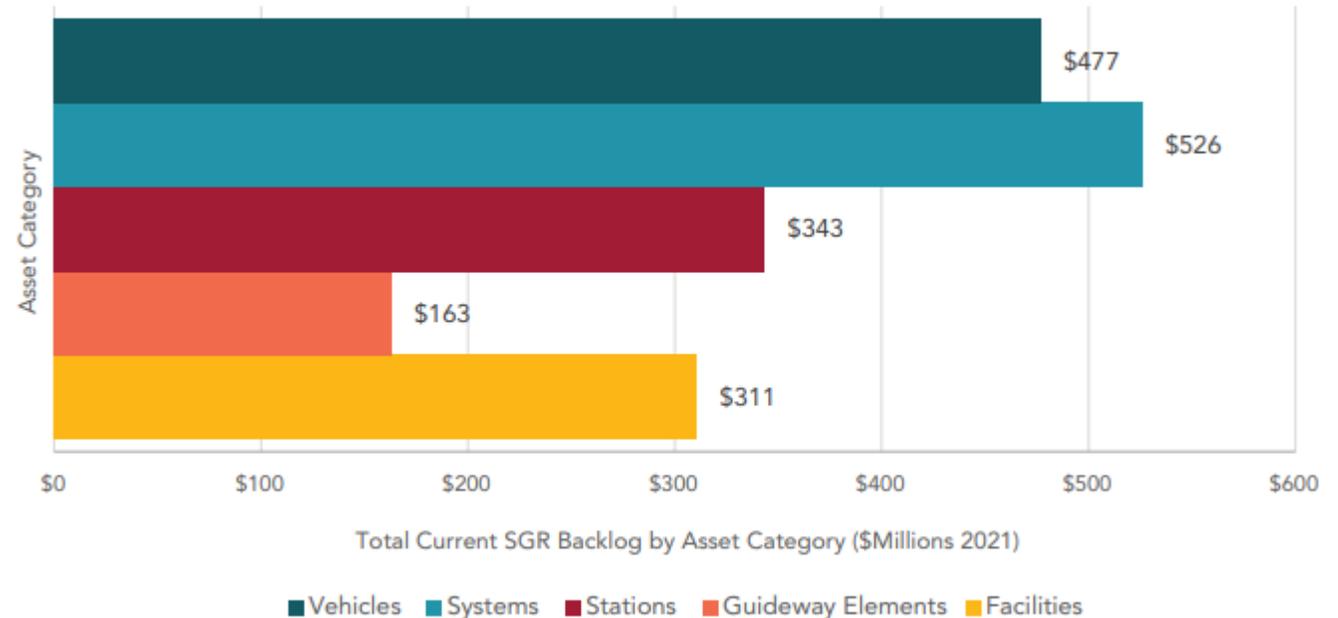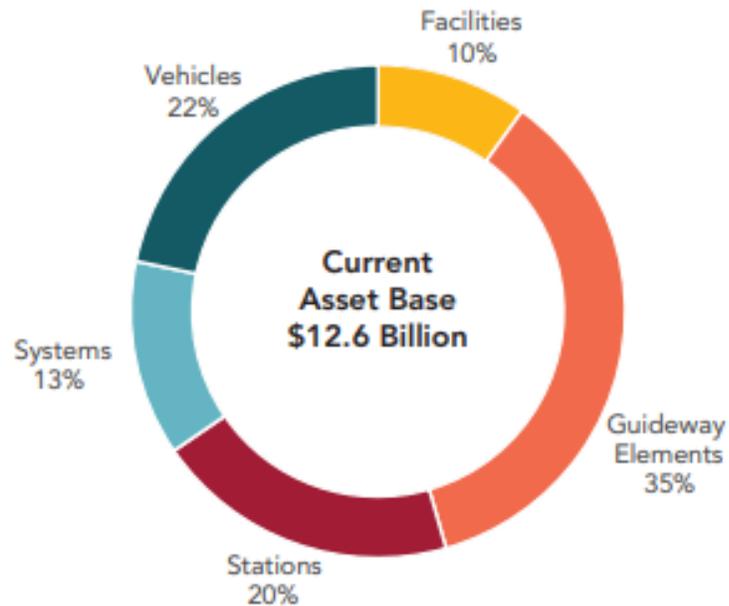
CNI Methodology

- CNI presents an unconstrained set of prioritized investment needs over the next 10 years, aligned to MTA's Strategic Plan

- Based on capital asset inventory and lifecycle management strategies

- Incorporates information directly from agency subject matter experts through inspection programs to update asset conditions

The Asset Lifecycle

PLAN/DESIGN
ACQUIRE/ INSTALL/ CONSTRUCT
COMMISSION
OPERATE & MAINTAIN
REHABILITATE
DECOMMISSION /SALVAGE

Capital Asset Inventory → SGR Needs (TERM Lite) → 10-Year Prioritized Needs

Eliminate Double Counting

Call for Projects (CFP) → Project Investment Prioritization (PIP) Database → 10-Year Prioritized Needs
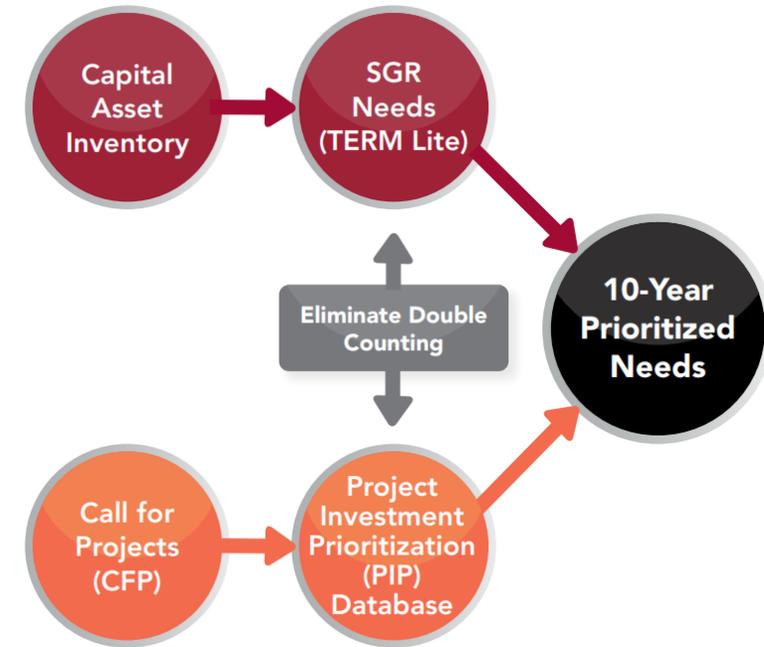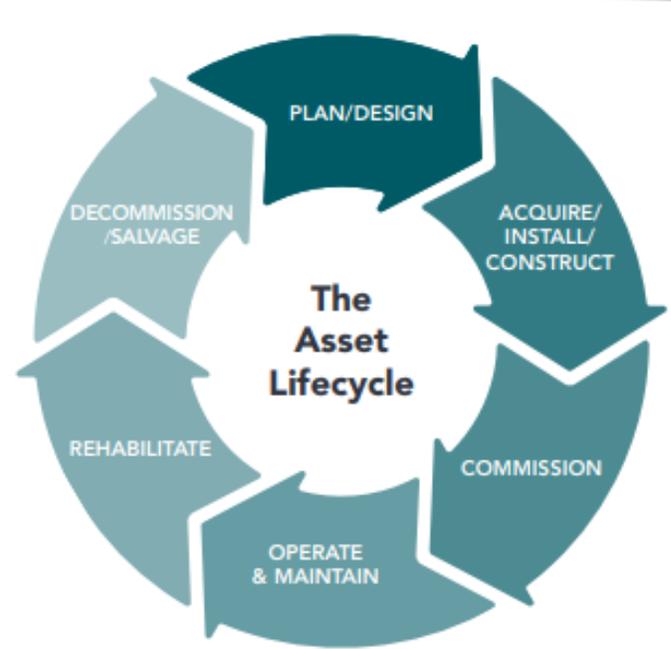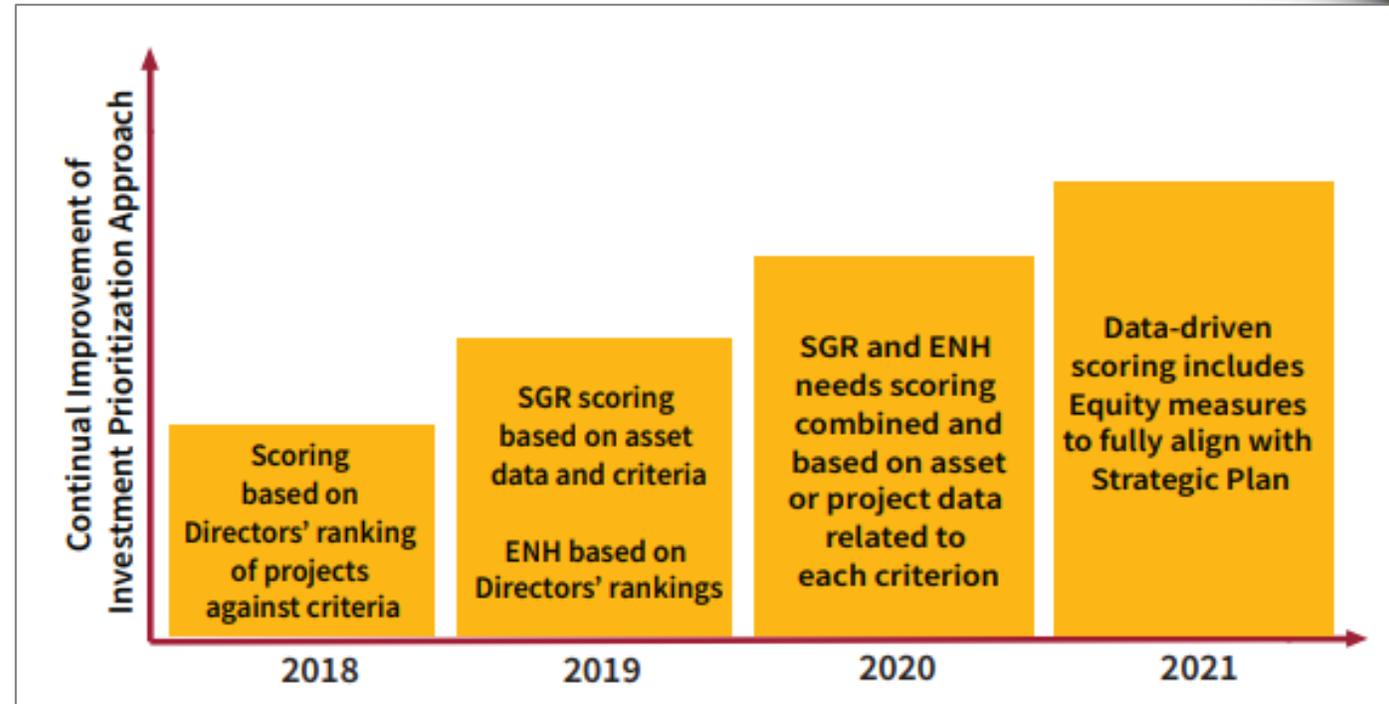
CNI Methodology

- The CNI divides potential projects into two main categories: State of Good Repair and Enhancement
  - State of Good Repair needs are investments needed so that critical assets are "able to operate at a full level of performance," per FTA, meaning that the asset:
    - Can safely perform its designed function
    - Does not pose a known unacceptable safety risk
    - And/or its lifecycle investments have been met or recovered
  - Enhancement needs are Capital investments associated with improving existing services with new technology, increasing functionality, or providing additional customer amenities
    - Enhancement investments are separate from Expansion projects such as the Purple Line or Red Line

CNI Methodology

- Call for Projects process to recommend strategic investments
  - Determines timescales and associated costs for replacement or rehabilitation of assets

- Used by newly formed Program Management Oversight office to package rail SGR projects to minimize service disruptions

Continual Improvement of Investment Prioritization Approach

| 2018	2019	2020	2021
Scoring based on Directors' ranking of projects against criteria	SGR scoring based on asset data and criteria / ENH based on Directors' rankings	SGR and ENH needs scoring combined and based on asset or project data related to each criterion	Data-driven scoring includes Equity measures to fully align with Strategic Plan

CNI Conclusions: Annualized Budget Need

- The CNI reports predict the condition of MTA's assets in future years, under different budget and spending conditions

- SGR backlog is calculated using an assumption of achieving a safe and adequate industry standard state of good repair, not brand new conditions for all assets

- As of the 2022 CNI, the predicted amount of necessary annual SGR spending was $512 Million


SGR Backlog by Mode,
2022 CNI Programmed Budget
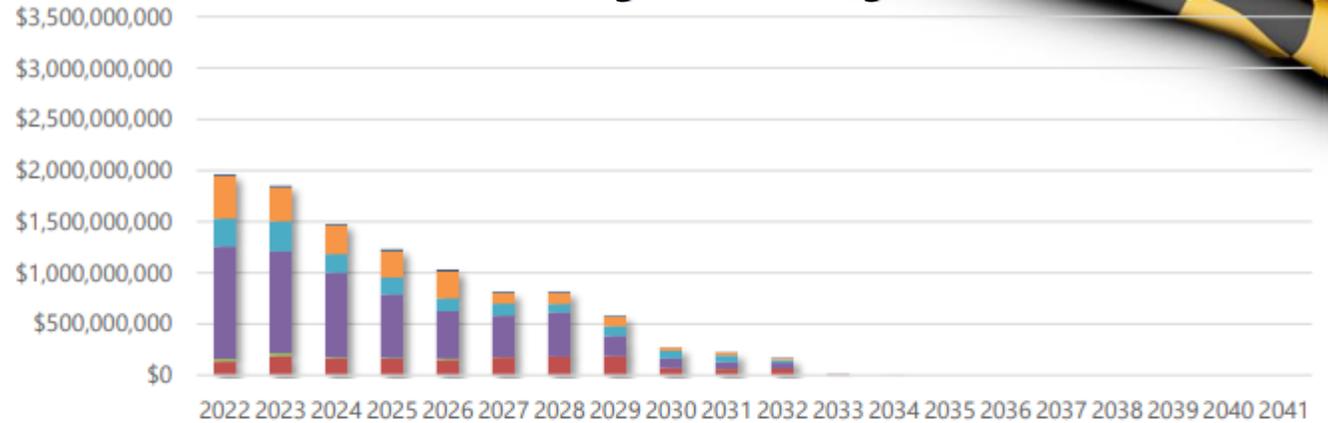
SGR Backlog by Mode,
Current Budget

Commuter Bus   MARC   Mobility   Metro   Light Rail   Local Bus   Agencywide
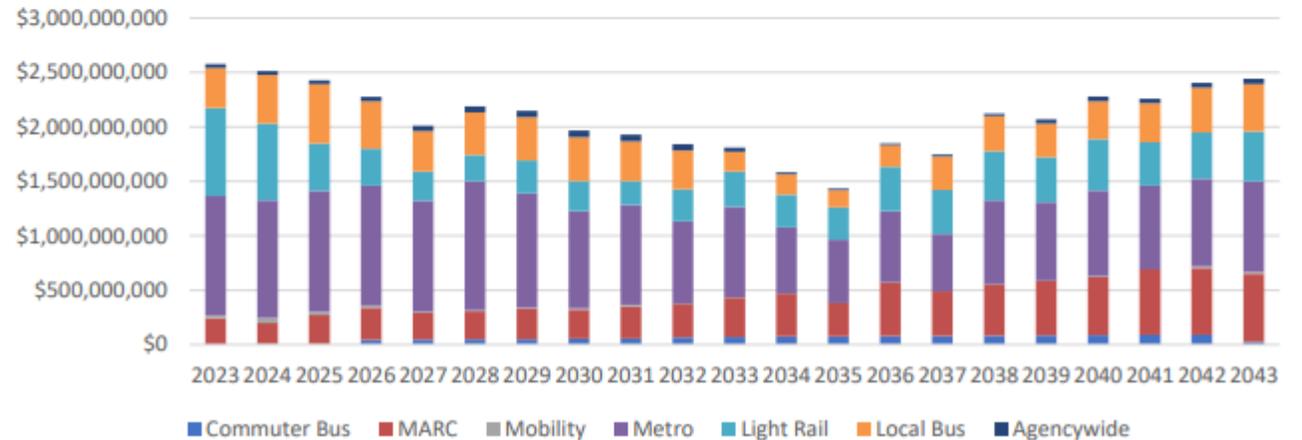
Imminent CNI Update

- In 2025 CNI, expect to see a much higher estimated annual investment need due to:
  - Additional assets reaching their useful life and needing replacement
  - New assets coming into MTA's portfolio which will need upkeep
  - More complete data on the full costs for ZEB transition and LTR fleet replacement
  - Expansion: Purple Line Availability Payments, Red Line Planning/PD and Frederick Douglass Tunnel contributions

- Total 10-year need is estimated at $9.85 Billion

Prediction of baseline spending needs for next 10 years

Legend: 2022 CNI SGR Estimate | New SGR Needs | Enhancement/Modernization | LOTS | Expansion
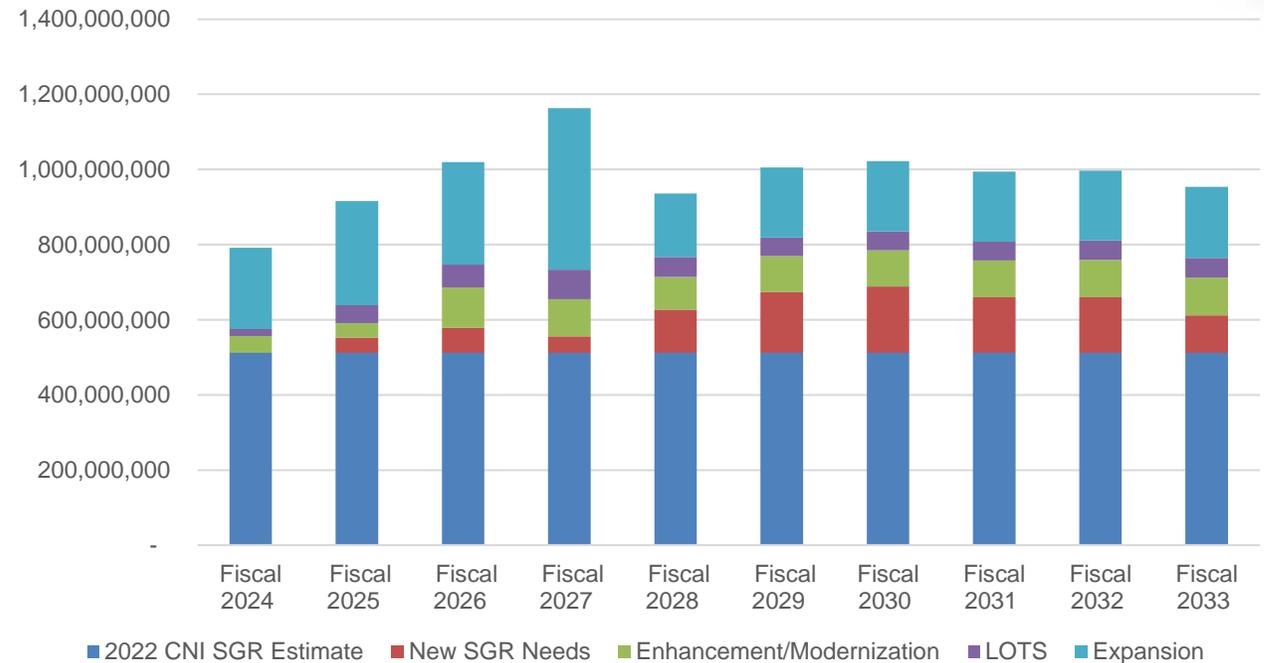
*New SGR Needs includes higher than anticipated recent inflation, backlog growth since 2022, and more developed ZEB transition and Light Rail fleet replacement costs

BMORE Bus

BMORE BUS
Better Buses
Better Baltimore

English | Español

MTA has launched **BMORE BUS**, a transit plan for the Baltimore region that will develop recommendations for bus service improvements over the next five to ten years. Guided by the Regional Transit Plan (RTP)—MTA's 25-year plan for improving public transportation in Central Maryland—**BMORE BUS** will present recommendations for improving bus service types, frequency, and destinations based on public priorities, travel data, and capital resources. Once complete, **BMORE BUS** will inform the annual updates that MTA makes to bus service each fall, working to implement the priorities identified in this plan.

**MTA wants to know…
What are YOUR priorities for bus service?**

Already familiar with the basics of bus service planning?
**Click here to go directly to the survey.**

MTA wants to know… what are your priorities for bus service? Service planning requires strategically balancing resources (such as buses, bus drivers, mechanics, and facility space) to deliver service that best meets the travel needs of riders.

Learn about the basics of bus service planning below and take the one-question survey on the next page to let us know which types of service you think should be prioritized. You can also provide additional comments in the comment box on the next page.
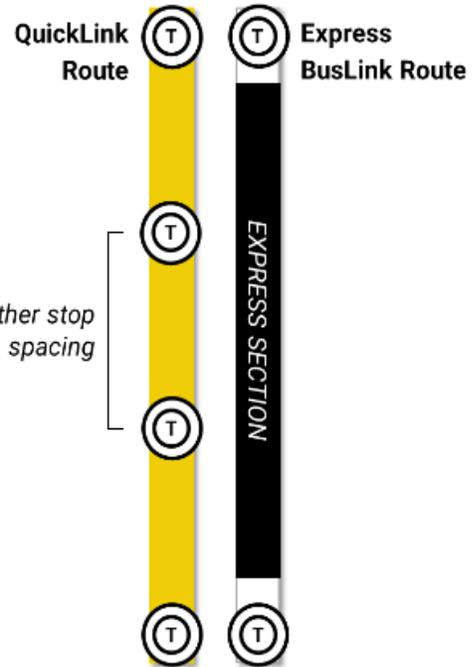
Visit the BMORE BUS webpage for more info on the plan, plus a note on reliability.

BMORE Bus

Local Service with More Stops

LocalLink / CityLink Route

Closer stop spacing
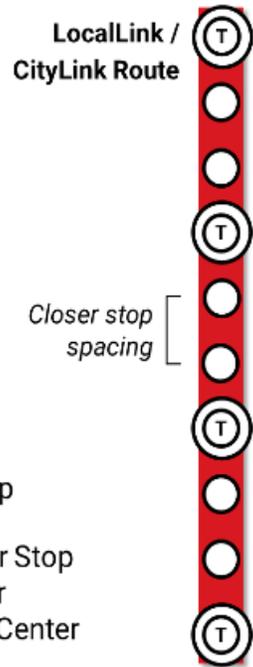
Limited-Stop Service with Fewer Stops

QuickLink Route

Farther stop spacing

Express BusLink Route
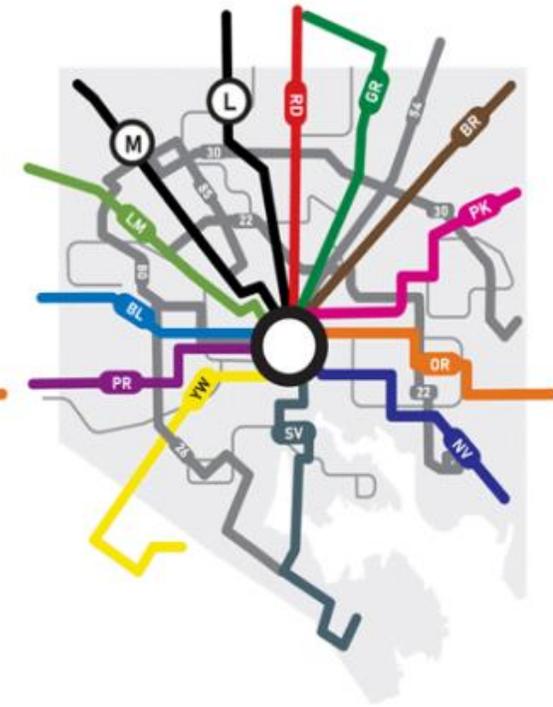
EXPRESS SECTION

○ Bus Stop

Ⓣ Transfer Stop or Major Transit Center

Frequent Transit Network

Full Transit Network

2024 Legislative Session Summary

Baltimore Regional Transit Commission
May 3, 2024

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

2024 General Assembly Session Overview

- Maryland General Assembly met between January 10th and April 8th

- The House and Senate introduced over 2,700 bills

- MTA tracked over 200 bills
  - Monitored progression and provided feedback to sponsors

Automated Bus Lane Enforcement

- Establishes statewide authorization for local jurisdictions to automate dedicated bus lane enforcement
    - Includes onboard or fixed bus obstruction monitoring systems
    - Working with vendors in Baltimore to implement

- New prohibitions against motor vehicles standing or parking in a bus lane
    - Expands upon current legal prohibition of *driving*

- Establishes Workgroup on Curb Space Management
    - Staffed by MDOT
    - Findings and recommendations due to Governor and General Assembly by July 1, 2025

Baltimore Convention and Tourism Task Force

- Establishes the Baltimore Convention and Tourism Redevelopment and Operating Authority Task Force
  - Staffed by Department of Commerce

- Will study the establishment of an entity or strategy to govern, redevelop, and revitalize the Baltimore Convention site and its immediate surrounding area

- MTA represented on 22-member task force

- Findings to be submitted by December 1, 2024
  - Bill is effective July 1, 2024 and terminates June 30, 2025

Service Change Impacts Reporting

- Requires MTA to develop a report on the impacts of proposed service changes
  - Must occur before announcing any service reduction or cancellation of an existing bus route
  - Builds on previous legislation

- Report must include information on the relevant bus route
  - Rider demographics
  - Schools and types of businesses in service area
  - Monthly ridership
  - Effect of reduction or cancellation, including paratransit riders
  - Statement explaining the reason for reduction or cancellation

- MTA must publish on its website at least 30 days prior to public hearings
  - Effective July 1, 2024

Paratransit Service Improvements Study

- Requires the Maryland Transportation Institute at the University of Maryland to conduct a study to identify methods to improve the MTA's Mobility paratransit service
  - Authorizes Governor to include at least $150,00 to fund study

- Report must be submitted to the Governor and General Assembly by July 1, 2025

LOTS Funding Mandate

- Requires the Governor to include an appropriation from the TTF of at least $80,533,314 to the LOTS Grant Program
  - Starts in FY26, applies to each fiscal year thereafter

For More Information

- [90 Day Report now available](#) on Maryland General Assembly website