

MTA 2023 Priorities

Frequent, Reliable, & Easy to Use

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MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

Maryland Transit Administration



6

Service Modes

Core Bus, Light Rail, Metro, Mobility, MARC, and Commuter Bus

15th

Largest Transit System

Out of all transit agencies in the United States by total ridership in 2021

~3,300

Employees

1,500 operators, 700 mechanics, 80% union

\$12.6B

In Total Asset Value

Includes assets for which MTA has direct capital responsibility

\$976M

Operating Budget

For FY23, includes contracted service, salaries & benefits, LOTS

\$4.4B

Capital Budget

For FY23-28, major projects include vehicle overhauls & replacements, transit facilities



Core Bus

Serves Baltimore region with over 60 routes; largest mode by ridership; network redesign launched in 2017; 10th largest bus system in United States



Light Rail

33 stations from Hunt Valley to Cromwell and BWI Airport; 57 miles of track; mid-life overhaul of vehicles underway



Metro

Heavy rail service with 14 stations from Owings Mills to Johns Hopkins Hospital; fleet replacement underway



Mobility

Paratransit service for individuals with disabilities who are unable to use the MTA fixed route system; service is contracted



MARC

Commuter rail service with 3 lines; 42 stations in MD, WV, and DC; service is contracted



Commuter Bus

Peak-period limited-stop bus service; 4th largest system in United States; service is contracted

Reliability Challenges

- The COVID-19 pandemic significantly impacted the agency's workforce
 - Hiring freeze
 - Increasing retirements
 - Tight labor market
 - Growing competition from Amazon, Uber Eats, etc.
- In 2022, MTA averaged a 19.5% daily absenteeism rate
- Supply chain issues have impacted the agency's parts inventory and vehicle availability
- MTA operates with less management staff and lower salaries compared to peer transit agencies
 - MTA operates at ratio of 1.6:1 employee to revenue vehicles compared to peer average of 2.9:1
 - MTA operates with about half of the management staff per employee as peer agencies, impacting 24/7 coverage and field supervision capacity
- As a result, MTA is currently struggling to consistently deliver service as scheduled

Actions Taken & Next Steps

- Increased wages and benefits
 - Updated collective bargaining agreement with ATU Local 1300 (operators and mechanics)
- Increased hiring
 - Open and continuous recruitment
 - Revamped hiring website
 - Hiring campaigns
 - Additional consultant staff to assist HR
 - Comprehensive look at hiring practices
- Improved schedules
 - New attendance and leave management policy
 - Schedule adjustments
 - Daily service adjustment review meetings

WE'RE HIRING
Competitive Pay | Big Benefits | Career Opportunities
GET YOUR BEST LIFE HERE -- APPLY NOW!

Featured Job Openings	
Bus Operator	Applications for the Bus Operator from both veterans and current/former military personnel are welcomed. Qualifying candidates must be at least 21 years old at the time of testing and possess the ability to satisfactorily complete the background check and medical examination process. The most desirable candidates are those who currently possess a valid Commercial Driver's License (CDL) with Passenger Bus and Air Brake endorsements. A copy of the CDL license will be verified prior to testing.
	\$20.23 - \$33.16 per hour
Light Rail Operator	MDOT MTA seeks candidates to operate light rail cars over routes in accordance with MDOT MTA's rules, regulations, and policies consistent with the safety and welfare of the general public. The selected candidate must safely operate MDOT MTA passenger light rail cars and discharge passengers on routes. The hire must also make clear and concise announcements as well as provide courteous and professional customer service.
	\$20.23 - \$33.16 per hour
Bus Mechanic - A (Repairman A - Bus)	The A Repairman-Bus Mechanic oversees troubleshooting, disassembly, repair, assembly and/or installation of drivetrain/steering systems, transmissions, surge and small electrical/pneumatic/hydraulic components, chassis and vehicle body repairs for the MTA bus fleet. The A Repairman-Bus Mechanic is expected to carry out assignments independently, applying skills, regulations, policies, and procedures and are to use considerable judgment in responding and adapting them to unusual or non-standard situations.
	\$34.65 per hour
Bus Mechanic - B (Repairman B - Bus)	The B Repairman-Bus conducts inspections, performs preventive maintenance and repairs a variety of bus mechanical and electro-mechanical systems and their components.
	\$20.23 - \$33.16 per hour

Employment at MTA
Are you ready to work where you're highly valued every day?

Because we care about the people we serve, we care about the people we hire. That's why we're always on the lookout for customer-oriented team members who can help us provide safe, reliable, and responsive transit service to our customers. MDOT MTA is the place where thousands of bus operators, mechanics and other skilled tradespeople, engineers, police, administrators, executives and many others have found stable, rewarding and growth-oriented careers.

CUSTOMER FOCUSED **SAFE** **RESPECTFUL** **EQUITABLE** **CONTINUOUSLY IMPROVING**

Download Join Our Team Brochure Featured Job Openings

Apply for a satisfying career with the MTA right now



MTA Project Updates

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Fast Forward

- \$43 million program of accelerated projects that creates a transit system that is more reliable, accessible, and easier to use by 2024
- Projects include:
 - 45 new bus shelters across the Baltimore region
 - 200+ bus stops in transit-dependent communities to be ADA accessible
 - Wayfinding signs at all Light Rail Stations and Charles Center Metro
 - “E-paper” solar powered Real-Time Information Signs at 27 bus stops
 - Bike racks at every MTA rail station
 - Dedicated Bus Lanes
 - 3 pilot bus lanes are currently installed (York Road, Harford Avenue, Charles/Light Streets)
 - 2 new bus lane corridors are currently in design on Pratt Street and Lombard Street from President Street to Broadway
 - MTA is coordinating with Baltimore City DOT on establishing an automated enforcement program likely to begin in the first quarter of 2025

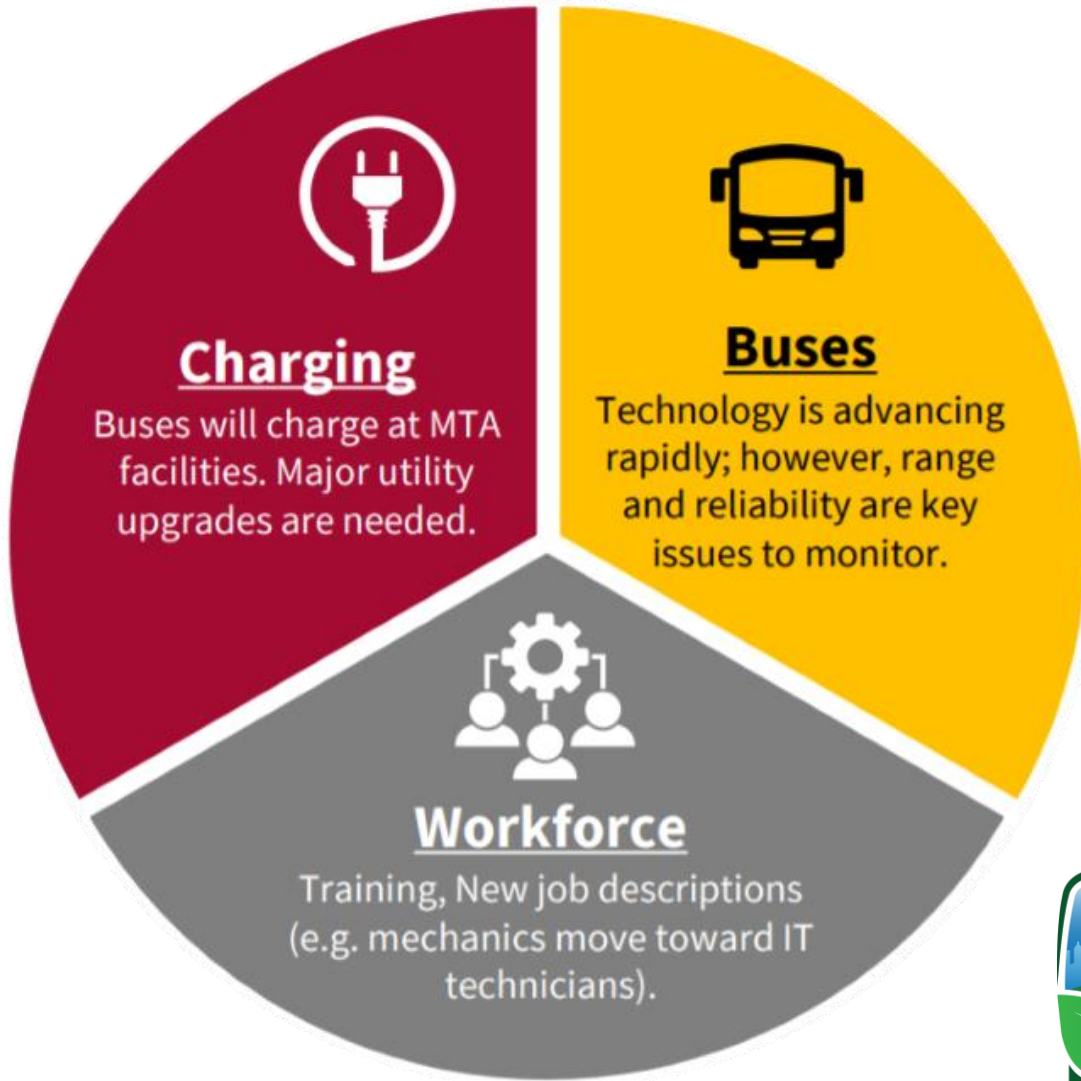


Rail Vehicle Investments

- Metro Railcar and Train Control Replacement
 - \$400+ million for 78 new vehicles and comprehensive replacement of train control system
 - Testing and vehicle production underway
 - Delivery of first married pair this year
- Light Rail Mid-Life Overhaul
 - \$162 million overhaul program for 53-car LRV fleet
 - Significant upgrades or complete replacement of vehicle subsystems, including communications
 - Approximately 75% done (40 vehicles delivered)
- Light Rail Replacement Cars
 - Initiating planning for future replacement of the Light Rail fleet with modern low-floor vehicles
 - Presents opportunities for faster, more accessible boarding, increased capacity, and advanced operational flexibility
 - Comprehensive transition plan will also address station upgrades, signal and systems compatibility, and maintenance shop retrofits



Zero-Emission Bus Transition

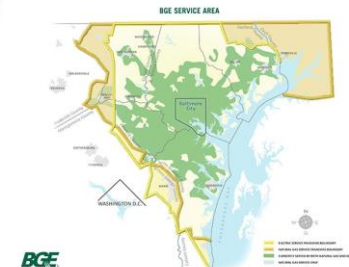
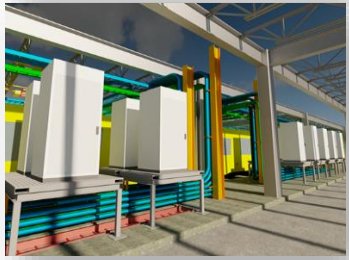


**ZERO
EMISSIONS**

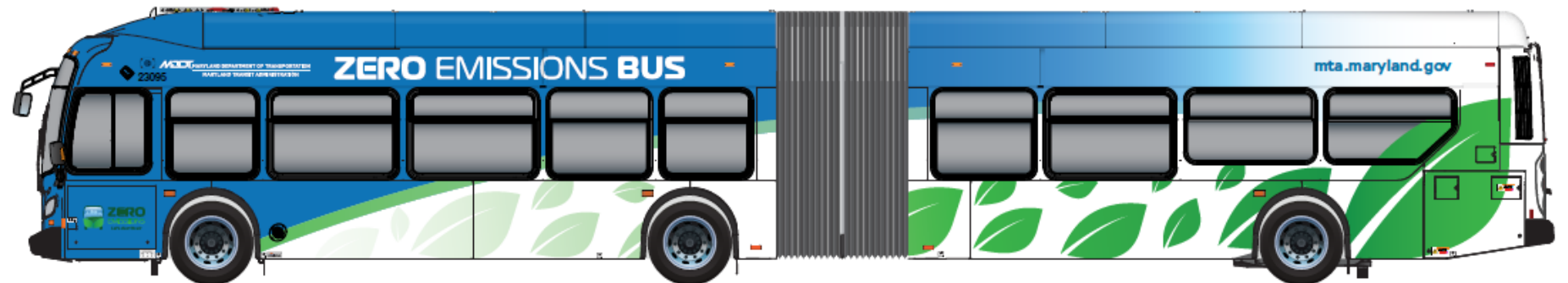
Let's clear the air

- **2021 Zero Emissions Bus Transition Act (2021 Chapter 693)**
- **Significant infrastructure, workforce, and service planning considerations**
 - Major utility and infrastructure upgrades to support bus charging
 - ZEBs will require adapting to several new service and scheduling factors as well as rapidly changing technology
 - Workforce changes include training, and new procedures for maintenance, dispatch, and field support

Zero-Emission Bus Transition – Kirk Pilot

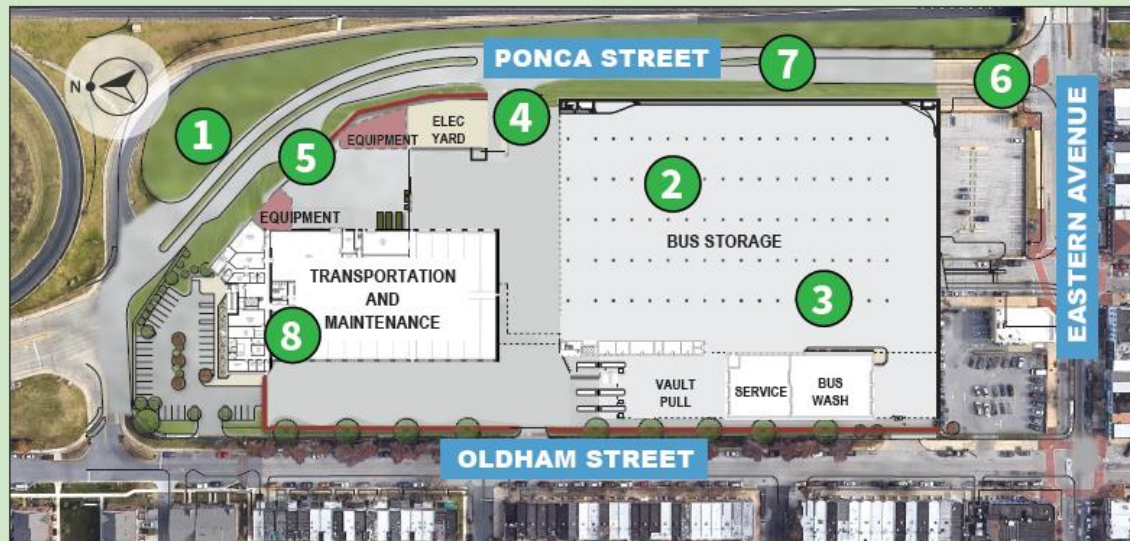


- **Seven-bus pilot program in 2023**
 - Four 40' and 3 60' battery electric buses to arrive this year
 - Five overhead 150 kilowatt chargers
 - Work underway on utility upgrades and facility design
 - Funding from FTA Lo-No Emissions grant and Volkswagen Mitigation Trust
 - \$2.9 million and \$3.6 million respectively
 - Testing a mix of plug-in and overhead charging
- **Pilot will inform future vehicle and facility investments**



Zero-Emission Bus Transition – Eastern Redevelopment

- **Rebuilding MTA’s Eastern Bus Division to support 100% battery electric buses**
 - Planning, design, and environmental review underway
 - Construction expected to begin in 2025
 - Reconstructed division expected to open in 2028
 - Evaluating sites for temporary bus depots to ensure construction does not impact reliability of transit service

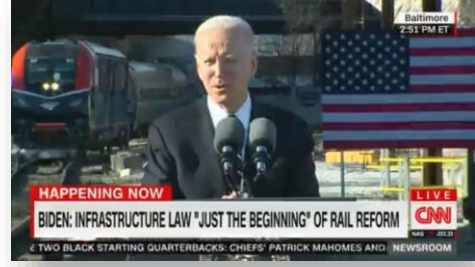


- 1 Ponca St. will be shifted further east to allow more space on the bus facility site.
- 2 Solar panels will be installed on the roof of the bus storage building.
- 3 Employee parking will be located on top of the bus storage building.
- 4 The bus entrance into the facility will be on Ponca St.
- 5 Trucks will enter the facility from Ponca St.
- 6 The intersection of Eastern Ave. and Ponca St. will be reconstructed. New crosswalks and signals will be installed to improve pedestrian safety.
- 7 Ponca St. will be reconstructed as a safer road with one lane per direction, turn lanes, tree buffers and a green median.
- 8 The transportation and maintenance building will include space for bus operations, maintenance and training.

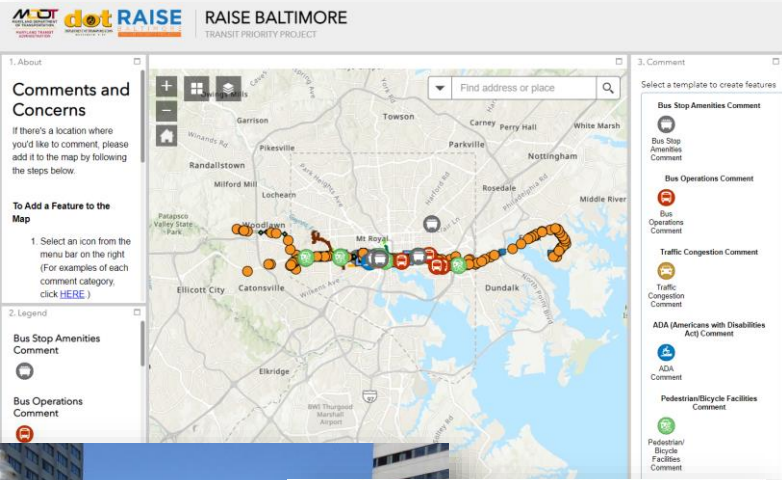
MARC Initiatives

- Frederick Douglass Tunnel
 - Centerpiece of B&P Tunnel replacement program
 - Replacement program will triple capacity and increase travel speeds
 - Working with Amtrak on design and funding strategy
- Expanding North, South, and West
 - Connections to SEPTA
 - Run-through service to VA
 - Brunswick Line Expansion Study
- Infill stations
 - Elkton: meeting with city staff and WILMAPCO to review station location alternatives analysis and finalize site selection
 - Bayview: completed study of potential locations and confirming proposals with stakeholders

MARC Brunswick Line Study



RAISE Baltimore Transit Priority Project



- Faster, more reliable transit and improved pedestrian safety along the CityLink Blue and Orange routes in Baltimore City and County
- Proposed improvements include:
 - Dedicated bus lanes
 - Transit signal priority
 - Bus stop enhancements and hubs
 - Pedestrian and bicycle safety improvements
 - Electric vehicle charging stations
- \$50 million Project
 - \$22 million from the US Department of Transportation's 2021 RAISE grant program
 - \$18 million investment from MDOT
 - \$10 million from BCDOT
- Schedule
 - Kick-off and Concept Design public outreach completed
 - Preferred concept under development for public comment this summer
 - Construction – Spring 2025 to Fall/Winter 2028

RTP Corridors

- Identified in Central Maryland Regional Transit Plan
 - Required by 2018 Maryland Metro/Transit Funding Act (Chapter 352)



Connect residents across multiple counties to the most important regional destinations: jobs, schools, health services



Existing all-day demand for service 7 days a week (at peak, service every 15 minutes or better / off-peak, 20+ minutes)

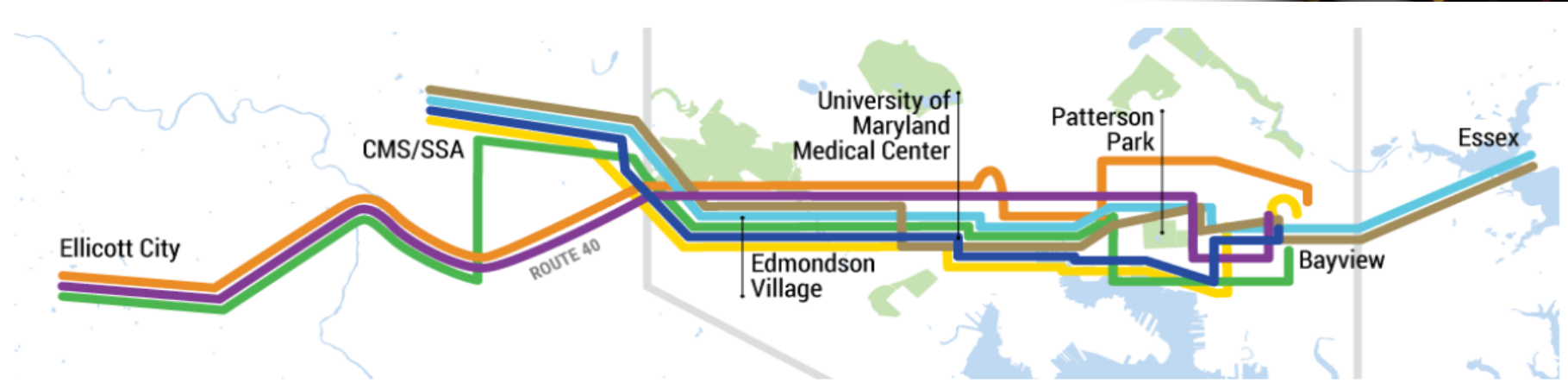


Require infrastructure improvements and investments



RTP Corridors – East-West

- Johns Hopkins Bayview to Ellicott City
- Seven alternatives
 - Bus rapid transit, light rail, and heavy rail
- Public engagement efforts
 - Over 500 comments received
 - Public meetings held in summer 2022
 - Spanish-language events
- Final feasibility report released in December 2022



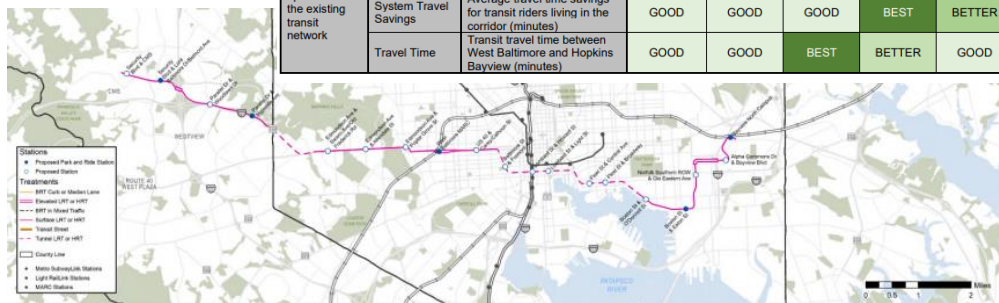
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Bus Rapid Transit from Bayview to Ellicott City via Johns Hopkins Hospital and CMS/SSA.	Bus Rapid Transit from Bayview to Ellicott City via Johns Hopkins Hospital and US 40.	Heavy Rail Transit (Metro) from Bayview to Edmondson Village, Bus Rapid Transit from Edmondson Village to Ellicott City.	Light Rail Transit from Essex to CMS/SSA via Bayview and Johns Hopkins Hospital.	Bus Rapid Transit from Essex to CMS/SSA via Bayview and Johns Hopkins Hospital.	Light Rail Transit from Bayview to CMS/SSA via the Waterfront.	Bus Rapid Transit from Bayview to CMS/SSA via the Waterfront.

RTP Corridors – East-West Next Steps



- Alignments that demonstrated strong performance and public support
- Alignments that require additional analysis, local jurisdiction and public input

Goal	Theme	Alternative	1	2	3	4	5	6	7	
			Mode	BRT	BRT	BRT+HRT	LRT	BRT	LRT	BRT
		Endpoints	Ellicott City - Bayview			CMS-Essex			CMS-Bayview	
		Length (miles)	22.7	18.4	19.1	16.4	17.1	14.1	14.2	
		Number of Stations	39	36	25	28	33	19	31	
		Average Station Spacing (miles)	0.6	0.5	0.8	0.6	0.5	0.7	0.5	
		Measure								
Improve the connectivity and operations of the existing transit network	Reliability	Percent of dedicated or separated guideway	GOOD	BETTER	BETTER	BETTER	BETTER	BEST	BETTER	
		Fixed or Flexible Guideway ²	FLEXIBLE	FLEXIBLE	FLEXIBLE/FIXED	FIXED	FLEXIBLE	FIXED	FLEXIBLE	
	System Travel Savings	Average travel time savings for transit riders living in the corridor (minutes)	GOOD	GOOD	GOOD	BEST	BETTER	BEST	GOOD	
	Travel Time	Transit travel time between West Baltimore and Hopkins Bayview (minutes)	GOOD	GOOD	BEST	BETTER	GOOD	BEST	GOOD	



- Additional analysis, local jurisdiction and stakeholder input are needed
 - Decisions on alignment and mode options
- Local jurisdiction and stakeholder discussions began in early January 2023 and will continue through March 2023
- Ongoing coordination with FTA to identify if and how previous Red Line environmental documentation can be used

RTP Corridors – North-South

- Towson to the University of Maryland Medical Center
- Seven alternatives
 - BRT, light rail, and heavy rail
- Public meetings held in Fall 2022

Alternative 1
Light Rail Transit from Lutherville to University of Maryland Medical Center (UMMC) via York Road/Greenmount Avenue.

Alternative 2
Bus Rapid Transit from Lutherville to University of Maryland Medical Center (UMMC) via York Road/Greenmount Avenue.

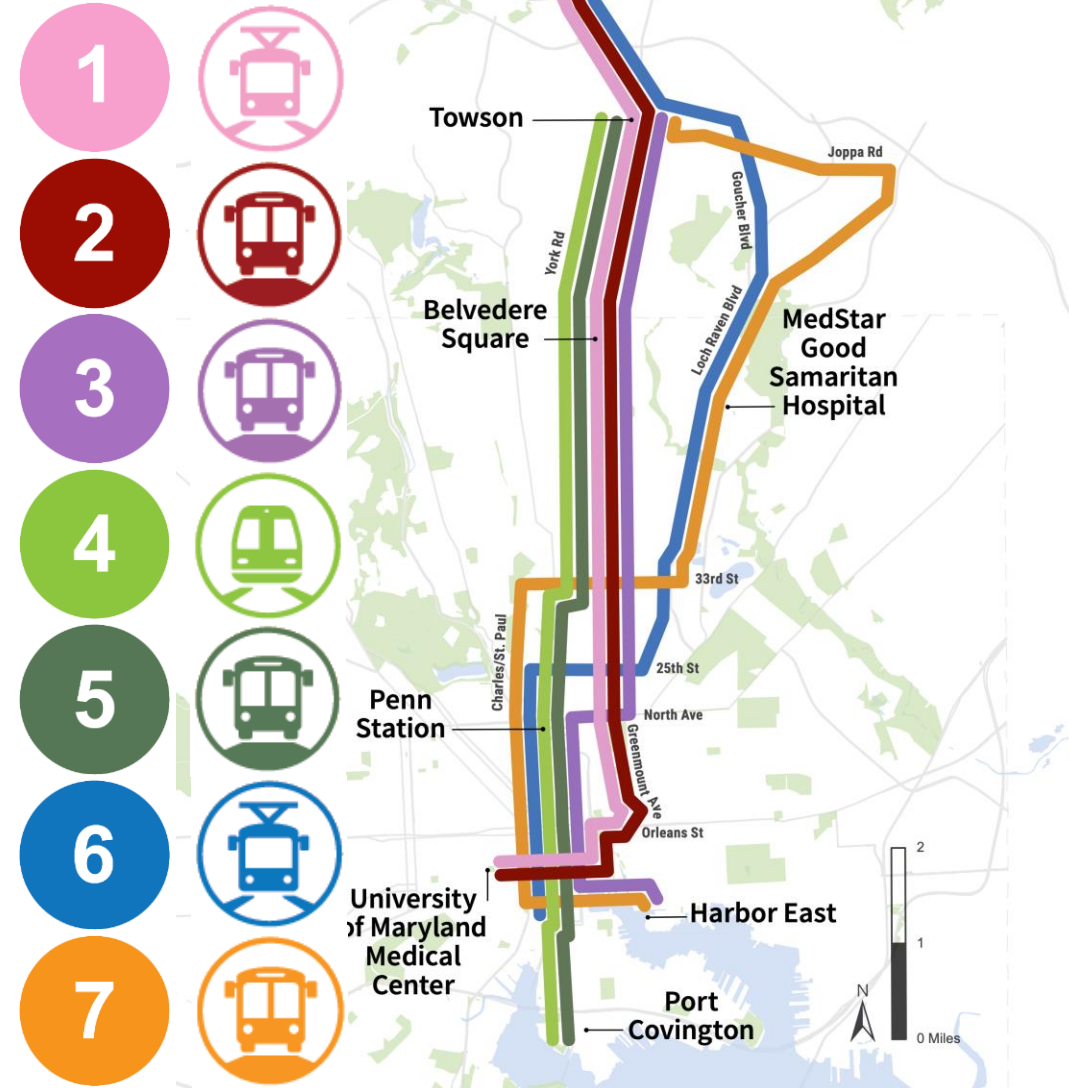
Alternative 3
Bus Rapid Transit from Towson to Harbor East, via York Road/Greenmount Avenue.

Alternative 4
Heavy Rail Transit (Subway) from Towson to Port Covington, via York Road/Greenmount Avenue.

Alternative 5
Bus Rapid Transit from Towson to Port Covington, via York Road/Greenmount Avenue.

Alternative 6
Light Rail Transit from Lutherville to Otterbein, via Goucher Boulevard, Loch Raven Boulevard.

Alternative 7
Bus Rapid Transit from Towson to Harbor East, via Joppa Road, Loch Raven Boulevard.



RTP Corridors – North-South Next Steps



Alignments that demonstrated strong performance and public support

Alignments that require additional analysis, local jurisdiction and stakeholder input

- Release of Feasibility Study Report in Spring 2023
- Local jurisdiction and stakeholder discussions
 - Decisions on alignment and mode options
- Additional analysis of alignment and mode options in Spring/Summer 2023

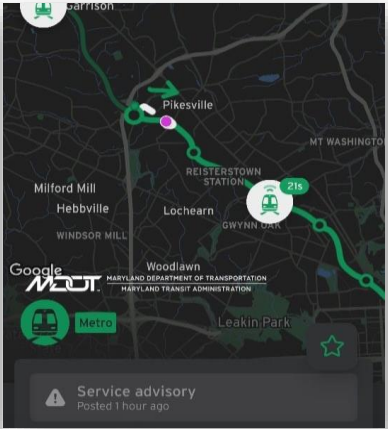
Legislation

- SB 693/HB 1049 – Assaults on Public Transit Operators
 - Would require MTA to submit an annual report public transit operator assaults
- SB 617/HB 673 – MTA Fare Price Requirements
 - Would repeal the automatic increases for MTA fares and give fare setting authority back to MTA
 - Will allow MTA to set their fares with input from riders and allows for a more efficient, adaptable, and equitable fare pricing system



Closing Thoughts

- We are focused on improving the transit experience in the Baltimore region
- Significant capital investments underway and upcoming
 - Vehicle & infrastructure investments
 - Progress on State of Good Repair backlog
 - Opportunities for service expansion
- Customer-focused improvements
- Continued dialogue & feedback



Rebuilding Better: Committed to an Equitable Transit Future

September 2021

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

