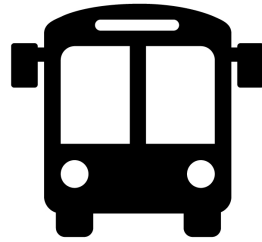


# BMORE BUS



Better Buses

Better Baltimore

Transit Choices | April 24, 2025



# Agenda

- Study Introduction
- Budget Context
- Study Process
- Draft Visionary Network
- Next Steps

# Study Introduction



# Study Overview



- **BMORE BUS** is a transit plan for the Baltimore region that will identify bus service improvements that could be possible with expanded resources in the future
  - Specifically, the team has estimated how much additional service would be possible if a fifth bus division is built, and the fleet and workforce grown proportionately
  - Public input, internal stakeholder input and data analysis about how people travel is then used to help set priorities for how to distribute that additional service
- Once complete, the plan will show a vision for additional bus service in the Baltimore region that MTA could work toward implementing over time

# Improvements Being Considered



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!

# Budget Context



# Current Budget Priorities

- The budget just passed in Annapolis included a revenue increase of approximately \$450 million per year for transportation
- The decision to increase revenue was based on the need to adequately fund Maryland's top transportation priorities such as **safety** and a fully functioning system
- Accordingly, funds added to MTA's budget are highly focused on State of Good Repair (SGR) projects
- Expansion – including that envisioned in Bmore Bus – is not the focus of this budget, though it's still important to lay out a vision for the future

# Getting Back on Track (SGR)

**Major SGR investments made possible through this budget include:**

- The Light Rail Modernization Program which will replace all of MTA's light rail vehicles, along with the track, station, system, and maintenance facility work necessary to operate the modern low floor vehicles
- Priority state of good repair projects across all MTA modes and facilities:
  - Metro and Light Rail power and Communication Systems
  - Metro station attendant booths
  - Improved bus scheduling systems, on-board speakers, and bus division management
  - structural rehabilitation of Metro and Light Rails catenary power systems
  - Water intrusion prevention projects
  - MARC vehicle overhauls
  - Facility HVAC and roof repairs



# What Would Bmore Bus Cost?

**Implementation of the Bmore Bus visionary network would require:**

- A 20% to 25% expansion of MTA's bus fleet (approximately 240 additional buses, approximately \$365 Million)
- Construction of a new, fifth division facility to accommodate bus storage and maintenance (Approximately \$650 million for design, construction, and commissioning)
- Approximately \$130 million annually for staffing needs associated with a significantly expanded operation

# Study Process



# Phase 1 Study Questions

Phase 1 of BMORE BUS used travel data, the summarized results of previous outreach efforts, the origin-destination survey, and extensive rider outreach to determine broad priorities for utilizing future additional bus resources



- 1 **Improve and Expand the Frequent Transit Network**  
was the most frequently top-ranked priority
- 2 **Increase Frequency in the Off-Peak Periods**
- 3 **Increase Limited-Stop Service**
- 4 **Add More Routes in Existing Core Bus Service Area**
- 5 **Add New Service to New Areas**

# Phase 1 Engagement Summary

*Public Survey Results (preliminary as of May 28)*

**Do you have other comments that you would like to share with MTA as we develop the BMORE BUS plan?**

*"Express Bus Link needs to **run all day**."*

*"**Better connections to frequent rail systems from Howard County** would be ideal (i.e., a limited stop bus route that goes from the mall to Greenbelt Metro)."*

*"Prioritize service **from marginalized communities to hospitals and major employers**."*

*"**Late-night late busses** are critical to reduce drunk driving and increase money spent at local businesses."*

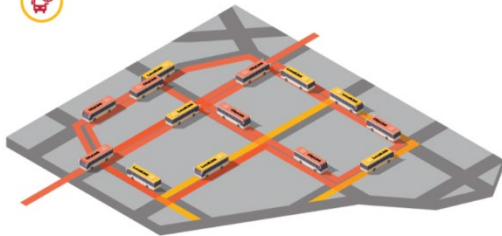
*"**Non-peak service should run every 20 minutes** rather than every 30 minutes, even outside the downtown core."*

*"The #31 to Security Square Mall and Social Security Administration **needs to be as frequent as the #31 to Sinai Hospital**."*

# Phase 2 Study Questions

## SCENARIO 1 *Enhanced Frequency*

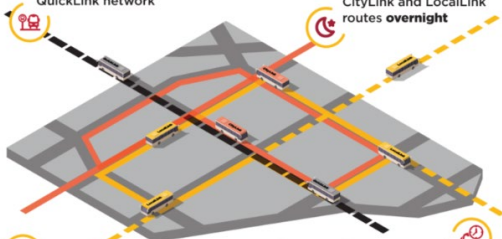
Improved frequency for all existing CityLink and LocalLink routes on **weekdays, weekends, and overnight**, system-wide



## SCENARIO 2 *Expanded Service*

New limited-stop QuickLink network

Frequency improvements for CityLink and LocalLink routes **overnight**



New LocalLink routes and select LocalLink route extensions

Frequency improvements for CityLink and LocalLink routes on **weekdays and weekends**

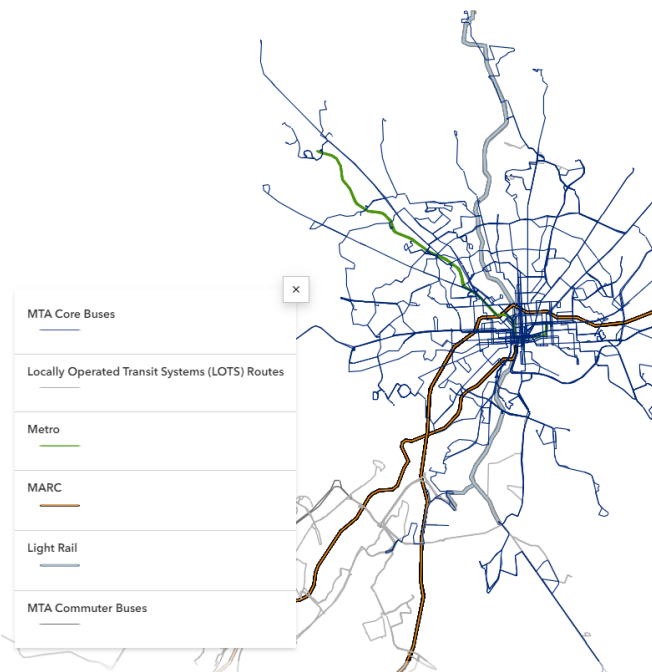
## Introduction

The purpose of the BMORE BUS study is to present a vision for bus service in the Baltimore region that MTA could work toward implementing over the next ten years, with additional resources.

[Click to provide feedback.](#)

In Spring 2024, you told us about your top priorities for bus service. Now, MTA is presenting service improvement types and draft route-level recommendations based on feedback, travel and demographic data, and equity considerations. We're showing two different visions of what this additional bus service could look like in the Baltimore region: the **Enhanced Frequency Scenario** and the **Expanded Service Scenario**. The improvements presented in the scenarios could be possible with construction of a new, fifth MTA division facility.

While MTA envisions a future with five bus divisions to provide better, more reliable transit service, the BMORE BUS plan would also recommend other options for service improvements that



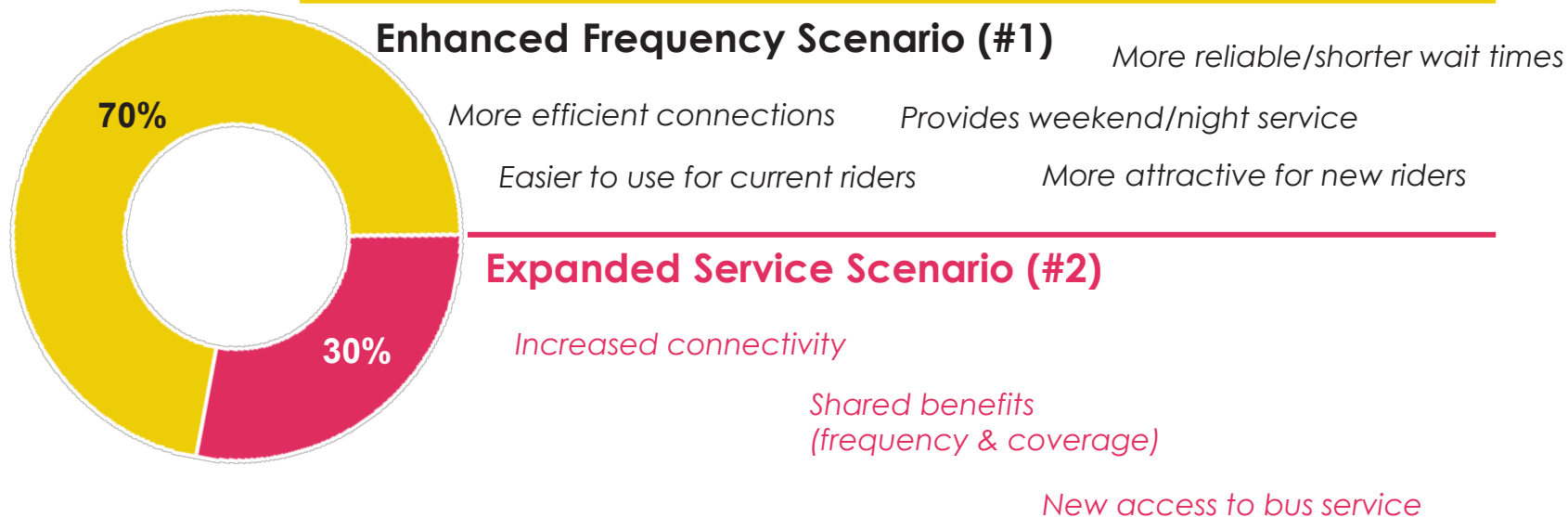
# Phase 2 Engagement

- **Comment period:** Sept. 18 - Oct. 18
- **Open houses:** 2 in-person (Coppin State, Southeast Anchor Library) and 1 virtual
- **Pop-ups:** Baltimore Farmers' Market, Waverly Farmers' Market, Fiesta Baltimore, high-ridership bus stops
- **Presentations and/or material distribution:**
  - BOPS, OAC, CAC, CACAT, MIMA, I Team
  - 240 community orgs, CDCs, economic development orgs, schools and colleges, Spanish-language orgs, faith-based orgs, healthcare facilities, libraries, senior centers, transportation advocacy orgs, umbrella community orgs, and local government agencies and committees
- **Media:** digital ads, social media, radio/streaming – 900k impressions

# Phase 2 Feedback

198 feedback form responses

**Which scenario best reflects your vision for bus service in the Baltimore region?**



# Phase 2 Feedback

*How would you distribute resources for service improvements?*

Improved **weekday** frequency

*Rank 1*

Improved **weekend** frequency

*Rank 2*

Improved **overnight** frequency

*Rank 3*

New limited-stop routes

Extended routes

New LocalLink routes

*Closely  
ranked 4,5,6*

*What are your top 5 priorities for microtransit & regional bus service?*



**Regional  
Bus**

Annapolis to Baltimore

*Rank 1*

Columbia to Baltimore

*Rank 2*

Frederick to Baltimore

*Rank 3*



**Microtransit  
Zones**

Southwest Baltimore

*Rank 4*

Reisterstown and  
Owings Mills

*Rank 5*



# Draft Visionary Network



# Draft Visionary Network

## Components from Scenario 1

Improved Weekday  
Service Standards

Improved Weekend  
Service Standards

Improved Overnight  
Service Standards



## Components from Scenario 2

Select New QuickLink Routes\*  
Improvement to Existing QL 40  
Select new routes, extensions, and adjustments

Needed buses for visionary  
network is approximately **230**

# Draft Visionary Network: Frequency Improvements

## Weekday Service Improvements

All CityLinks unless  
QuickLink Service is  
added

43 of 45 LocalLinks

1 of 8 Express BusLinks

## Weekend Service Improvements

All CityLinks

42 of 45 LocalLinks

1 of 8 Express BusLinks

## Overnight Service Improvements

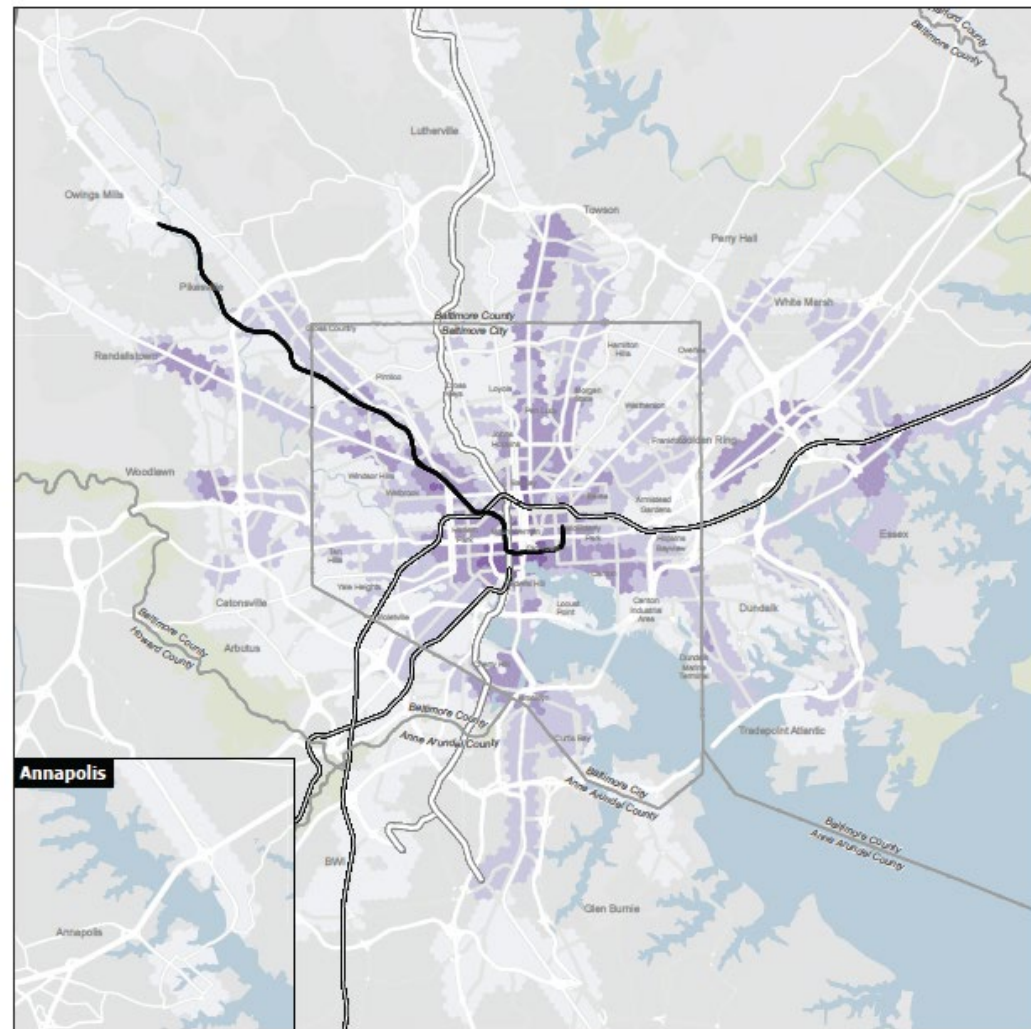
11 of 12 CityLinks

8 of 45 LocalLinks

Requires **170** of 230  
total vehicles

- More buses for people whose jobs don't follow a 9-to-5 schedule, or who take the bus outside of peak hours
- Riders are less likely to miss work, school, or an important appointment, since another bus is on the way
- More one-seat trips so that riders can reach more essential services without transferring
- More riders could hop on the bus without needing to check a schedule

### Additional Transit Trips in a Week in Visionary Plan



# Final Plan Development

- Aligning recommendations with final approved budget
- To be released this spring



**BMORE BUS**  
Better Buses ← → Better Baltimore

**A VISION PLAN FOR BUS SERVICE  
IN THE BALTIMORE REGION**

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND TRANSIT ADMINISTRATION