

BMORE BUS



Better Buses



Better Baltimore

Transit Choices | April 24, 2025



Agenda

- Recap Study Overview
- 2026 Session/Budget Updates
- 5th Division Status



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

Current Capacity Challenges

MTA's 4 bus divisions are currently near or exceeding operational capacity

- Near or exceeding designed storage capacity causing yard congestion during pull-out/pull-in, prolonged fueling and wash operations
- Geographic inefficiencies causing increased deadhead distances, higher fuel and labor costs
- Workforce and operational limitations meaning that technicians/operators are spread thin across divisions and locker rooms, break areas, and employee parking are undersized relative to workforce

Division	Design Capacity	Current Fleet	Annual Mileage	Utilization (%)
Bush	265	258	8,205,000	97%
Eastern	170	175	6,120,000	103%
Kirk	168	166	4,475,000	99%
Northwest	212	212	6,200,000	100%
Total	815	811	25,000,000	



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!

Feedback from Stakeholders on Priorities

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

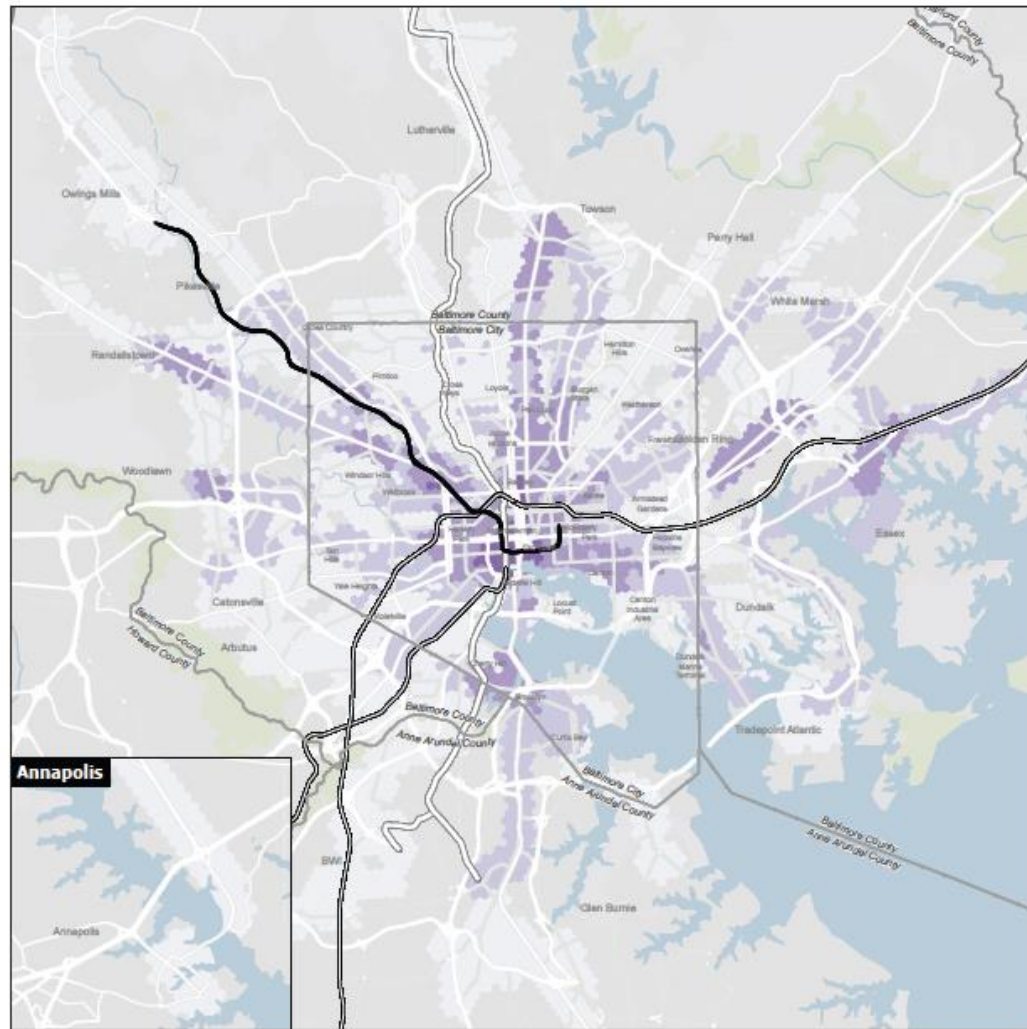
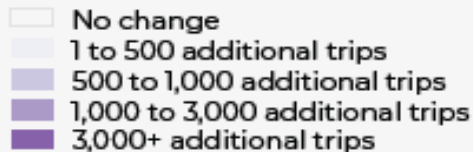
Reisterstown and
Owings Mills

Rank 5

Resulting Visionary Network

- 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



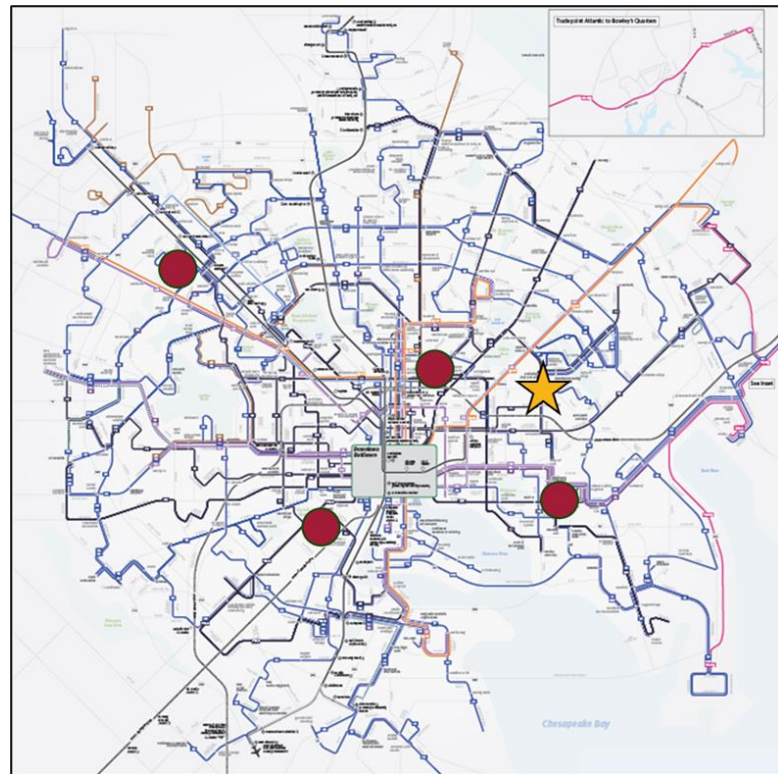
Budget Update

- The 2026-2031 CTP Included approximately \$14 million for acquisition of a property for the 5th Bus Division
- During the 2026 legislative session, \$10 Million was directed to 5th Bus Division design efforts, allowing us to begin moving forward rapidly on design



5th Bus Division Update

- Far into the acquisition process for the property for the 5th Bus Division
 - In Northeast Baltimore, filling a gap in MTA's dispatching capacity
- Design team aiming for 5% design documents this month
- 30% design targeted for mid 2027, with a decision on project delivery approach by this point



5th Bus Division Update

Completed Planning/Design Activities

- Site selection study
- Environmental assessment of selected site
- NEPA approval of purchase

Ongoing/Imminent Design Activities

- Conceptual site layout
- Traffic analysis
- Environmental impacts analysis
- Neighbor outreach

Bmore Bus Costs and Opportunities

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
- **Combination of Bmore Bus implementation with a decision to shift to BRT on Red Line is a major opportunity for budget efficiency and accelerated timeline**

Questions?

