

# Baltimore City Council

Education, Workforce, and Youth Committee

**Holly Arnold, Administrator**  
**December 16, 2021**

**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

MARYLAND TRANSIT  
ADMINISTRATION

# Agenda



MTA Overview

School Service & Service Planning

Conclusion

# Maryland Transit Administration



6

Service Modes

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

13<sup>th</sup>

Largest Transit System

Out of all transit agencies in the United States by total ridership in 2020

3,300

Employees

1,500 operators, 700 mechanics, 80% union

\$10.7B

In Total Asset Value

Includes assets for which MTA has direct capital responsibility

\$900M

Operating Budget

For FY21, includes contracted service, salaries & benefits, LOTS

\$4B

Capital Budget

For FY22-27, 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; 10<sup>th</sup> 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; 4<sup>th</sup> largest system in United States; service is contracted





# School Service Overview

- Quick facts
  - Current fixed route bus service provides ¼ mile access to over 260 schools in the region
    - 170 schools in Baltimore City
    - 57 morning trips and 92 afternoon trips of supplemental school service
  - Students are approximately 13% of MTA ridership
- Collaborative approach
  - MTA is committed to working with BCPSS to ensure schools have adequate transit access
    - Established BCPSS-MTA Task force in September 2020
  - Coordination with BCPSS on bell times
- Challenges
  - Federal charter service policy
  - Geography of school choice
  - Environmental factors

**CODE OF FEDERAL REGULATIONS**  
**49 CFR Part 605, Subpart B: School Bus Agreements §605.12**

**No recipient or operator...shall engage in school bus operations using buses, facilities or equipment funded [by the Federal Transit Administration].**

# Student Safety & Security



- Student safety is a top priority
- Coordination with Baltimore City Police Department and BCPSS Police
  - Monthly school task force meetings
- Police details at major transfer hubs and train stations
  - Mondawmin, Lexington Market, and West Baltimore MARC Station
- Frequent vehicle checks
- Student awareness campaigns
- For seven years running, MTA has been the safest US transit system for Part I crimes
- Between SY21-22 and SY19-20, school-related incidents down 56% to date



# Service Planning Goals

## Prioritize Access & Equity



Develop schedules that improve access and equity

- Identify areas with the highest transit need
- Identify new and better ways to connect transit dependent populations with jobs and services

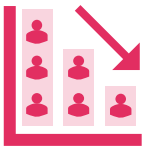
## Improve Reliability & Reduce Travel Time



Reduce travel times on transit to improve customer journeys. Travel time improvements may include:

- Adjusting runtimes to improve schedule adherence,
- Adding more direct connections between routes and destinations, or
- Establishing transit priority improvements to bypass congestion in collaboration with local partners.

## Monitor Crowding & Adjust Level of Service to Match Demand



Routes will be identified for improvements based on ridership patterns and reliability measures.

Level of service may be modified by:

- Adding or reducing the number of buses to a route to match passenger demand, or
- Adjusting a portion of the route (pattern) to improve efficiency



# How Students Fit In

- School service is planned along with the rest of the proposed service changes in accordance with MTA's Annual Service Plan calendar
  - Planned as part of the Annual Major Service Change process which coincides with school year start in September
- BCPSS provides data on enrollment and home addresses by the end of May
  - Adjustments made in June, schedules built and finalized in July
- School trippers are part of the larger bus schedule and cannot be disaggregated in any way
- Ongoing dialogue with school leadership throughout the process

	Ongoing Service Assessment & Comment Period	Summer Service Change (Minor)	Winter Service Change (Minor)	Fall Service Change (Minor)	Fall Service Change (Major)
Aug					
Sep					Service Assessments: Performance Evaluation & Unmet Needs Assessment
Oct	Winter Cutoff		Service Assessments: Performance Evaluation		
Nov			Schedule Development		Proposal Development
Dec					
Jan		Service Assessments: Performance Evaluation	Finalize Minor Service Changes		Approve & Finalize Proposal Public Hearings
Feb	Summer Cutoff		Service Change Implementation		
Mar	Fall Cutoff (Major)	Schedule Development			Finalize Major Service Changes
Apr				Service Assessments: Performance Evaluation	
May	Fall Cutoff (Minor)	Finalize Minor Service Changes			Major Service Change Implementation
Jun		Service Change Implementation		Schedule Development	
July					Finalize Minor Service Changes
Aug				Finalize Minor Service Changes	
Sep				Service Change Implementation	

# Overview of Supplemental School Analysis Approach for SY21-22

- Existing tripper services are evaluated through a review of tripper utilization and accessibility of transit to school
- New requests for trippers are evaluated based on number of transit eligible students and how well existing service provides access/coverage for students
- Additional trippers may be recommended when schools relocate or have a change in number/geographic distribution of students
- School profiles are developed to evaluate existing supplemental service

# Evaluation Criteria



## Utilization

- How much is the existing supplemental trip used (Passengers per trip)

## Load

- How full is the vehicle for supplemental trip (leave load at school)
- How full are the vehicles on base service near the school (max load)

## Accessibility

- How many students reach school/home within a reasonable amount of time

## Base Level of Service

- How frequent is the nearby, normal service?
- Is regular fixed route service reasonably accessible to the school?

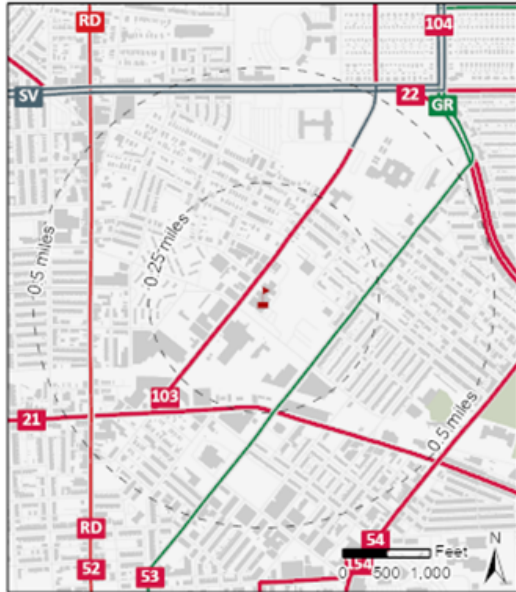
## Other Factors

- Walkability
- School relocation
- Demographics
- Changes to base service
- Miscellaneous factors



# #15: Stadium School

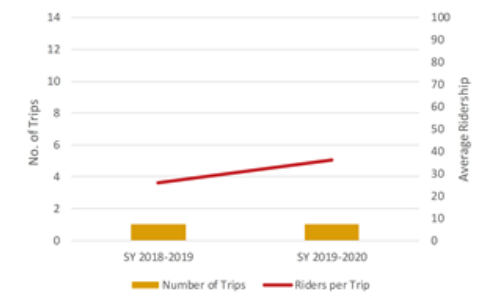
School Location & Nearby Transit Options



<b>PROGRAM NUMBER:</b>	15
<b>CURRENT ADDRESS:</b>	1300 Gorsuch Avenue
<b>PROGRAM TYPE:</b>	New Schools Initiative
<b>GRADES:</b>	6 - 8
<b>TOTAL ENROLLMENT:</b>	352
<b>TRANSIT ELIGIBLE STUDENTS:</b>	215
<b>ARRIVAL BELL:</b>	8:15:00 AM
<b>DISMISSAL BELL:</b>	3:05:00 PM

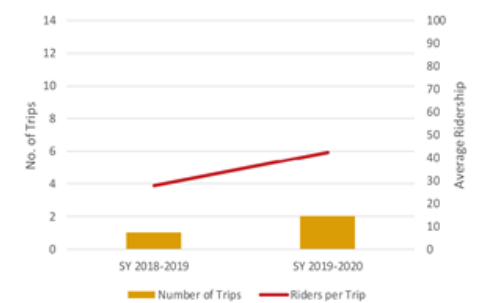
## AM SERVICE

TRIPPER	NO. TRIPS	AVG RIDERS PER TRIP
SY 2019 - 2020		
GR	1	35.8
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<b>Summary</b>	<b>1</b>	<b>35.8</b>
SY 2018 - 2019		
GR	1	25.9
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<b>Summary</b>	<b>1</b>	<b>25.9</b>



## PM SERVICE

TRIPPER	NO. TRIPS	AVG RIDERS PER TRIP
SY 2019 - 2020		
53	1	36.9
GR	1	47.8
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<b>SUMMARY</b>	<b>2</b>	<b>84.7</b>
SY 2018 - 2019		
GR	1	27.8
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<b>SUMMARY</b>	<b>1</b>	<b>27.8</b>



# School Profile Example

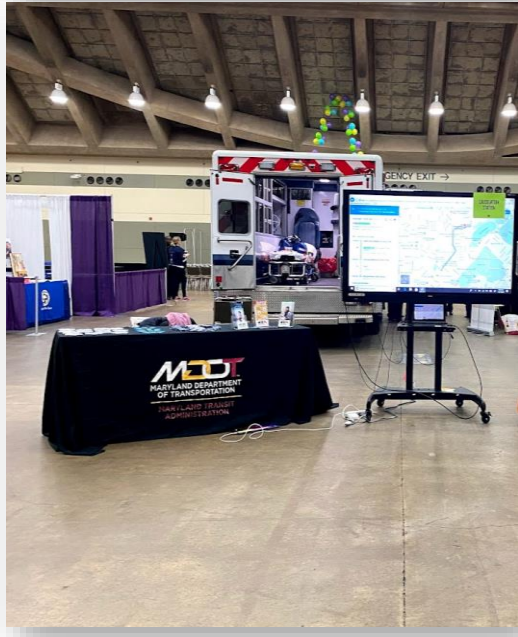
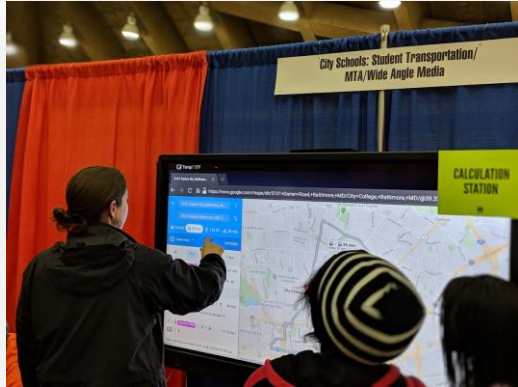
- School location and characteristics
  - Transit eligible students
- Historic trip performance
  - Crowding conditions and ridership
- Updated each school year

# SY21-22 List of Schools w/ Trippers



<i>School</i>	<i>Supplemental Trips</i>
<i>ACCE Academy</i>	5
<i>Achievement Academy High School</i>	8
<i>Augusta Fells Savage Institute of Visual Arts</i>	2
<i>Baltimore City College</i>	6
<i>Baltimore Polytechnic Institute/Western High School</i>	27
<i>Bard High School Early College</i>	4
<i>Bluford Drew Jemison STEM Academy West</i>	2
<i>Calverton Middle School</i>	2
<i>Carver Vo-Tech High School</i>	3
<i>City Neighbors High School</i>	6
<i>Connexions</i>	2
<i>Digital High School</i>	7
<i>Edmondson High School</i>	4
<i>Francis Scott Key Middle School</i>	2
<i>Frederick Douglass High School</i>	2
<i>Green Street Academy</i>	4
<i>Highlandtown Elementary/Middle School No. 237</i>	4
<i>KIPP Harmony</i>	4
<i>Lillie May Carroll Jackson School</i>	2
<i>Mergenthaler Vocational-Technical HS (MERVO)</i>	10
<i>Patterson Senior High School</i>	19
<i>Reach Partnership</i>	4
<i>Reginald Lewis High School</i>	8
<i>Roland Park Middle School</i>	7
<i>Stadium School</i>	3
<i>Vanguard Collegiate Middle School</i>	2
<b>Total Number of Supplemental Trips</b>	<b>149</b>

# Outreach & Engagement



- School Choice Fairs
- Back to school events
  - MTA Police school supply giveaways
- Career Fridays
- Coordination meetings
  - Fayette Street transit hub design workshop with Dunbar students
  - Student demographic data
- Starting Student Advisory Council in 2022

# How Can You Help?

- We want your feedback
  - Locations for physical improvements at bus stops, including shelters and other amenities
  - School Service Coordinator can be reached at 410-454-7116
- Comment on proposed service changes
  - Public comment periods
  - Public hearings during major service changes
- Get involved with our future planning processes
  - School surveys, special events, advisory committee meetings
  - Feedback on existing service, potential future service, specific issues/hot spots (i.e. safety)

# Conclusion

- MTA is focused on improving the transit experience for all, including Baltimore City students
- We will continue to improve rider information and notifications on service disruptions
- We will continue to analyze service levels for routes adjoining schools and propose improvements to fixed-route service
- We will continue to partner with BCPSS