

# MDOT MTA

## Winter Service Change Proposal



MARYLAND DEPARTMENT  
OF TRANSPORTATION

MARYLAND TRANSIT  
ADMINISTRATION

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# COVID-19 Revenue/Budget Impact

Transit Agencies nationwide are facing service reductions due to revenue impacts

Sections

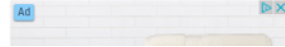
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### Transportation managers adapt to major changes



By Matt Murphy / State House News Service  
Posted Aug 6, 2020 at 5:00 PM

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*Public Transit Officials Fear Virus Could Send Systems Into 'Death Spiral'*

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CORONAVIRUS STATS PLAGUE ELECTION REIMAGINING POLICING ECONOMIC IMPACT NEWSLETTER

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August 6, 2020

Without Emergency Funding, Doomsday Cuts Threaten to Upend Transit Riders' Lives

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MD: Maryland congressional delegation requests \$32 billion more relief funding for U.S. transit systems

Maryland's congressional delegation is asking for an additional \$32 billion in coronavirus relief funding for U.S. public transit systems -- and for a larger share to go to transit systems serving mid-sized cities, such as Baltimore.

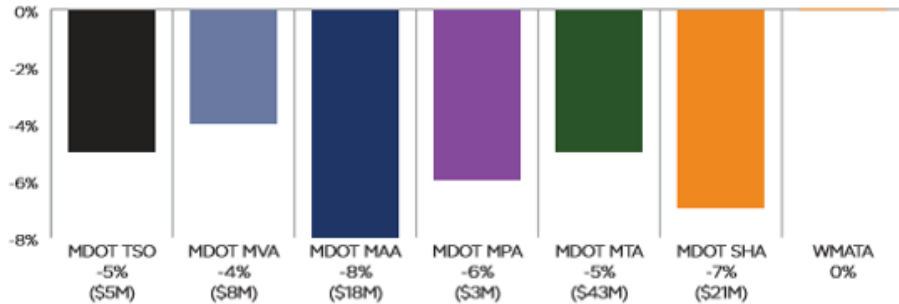
# MDOT Revenues Overview

- COVID-19 has resulted in a major decline of Marylanders' use of transportation services resulting in a major decline of revenues to the Transportation Trust Fund
- Early estimates show a revenue decline of \$550 million for FY20 and between \$490 to \$560 million for FY21
  - The FY20 funding gap was covered by CARES Act funding, spending reductions, and MDOT's reserve fund
    - MDOT MTA received \$392M in CARES Act funding that has been critical to maintaining service for essential employees throughout the COVID-19 pandemic
    - CARES Act funding will be fully expended by September 2020
- FY21 will require MDOT to reduce its operating budget by \$98 million and reduce the FY21-26 capital budget by \$1.9 billion

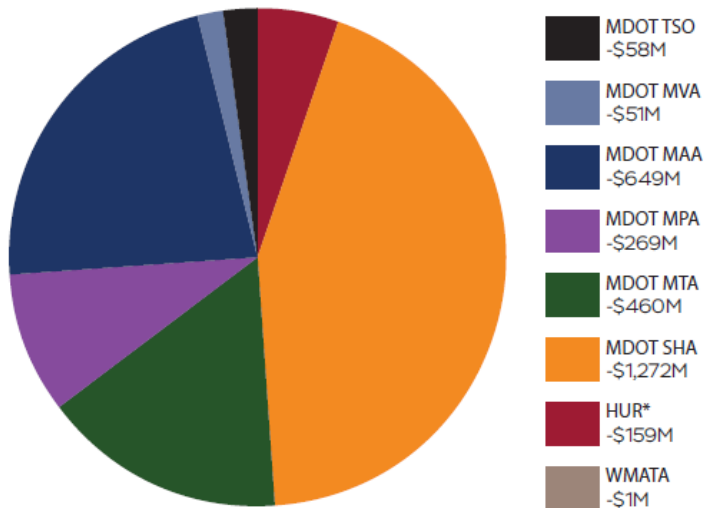


# MDOT MTA Budget Impacts

MDOT-wide Operating Reductions



MDOT-wide Capital Declines

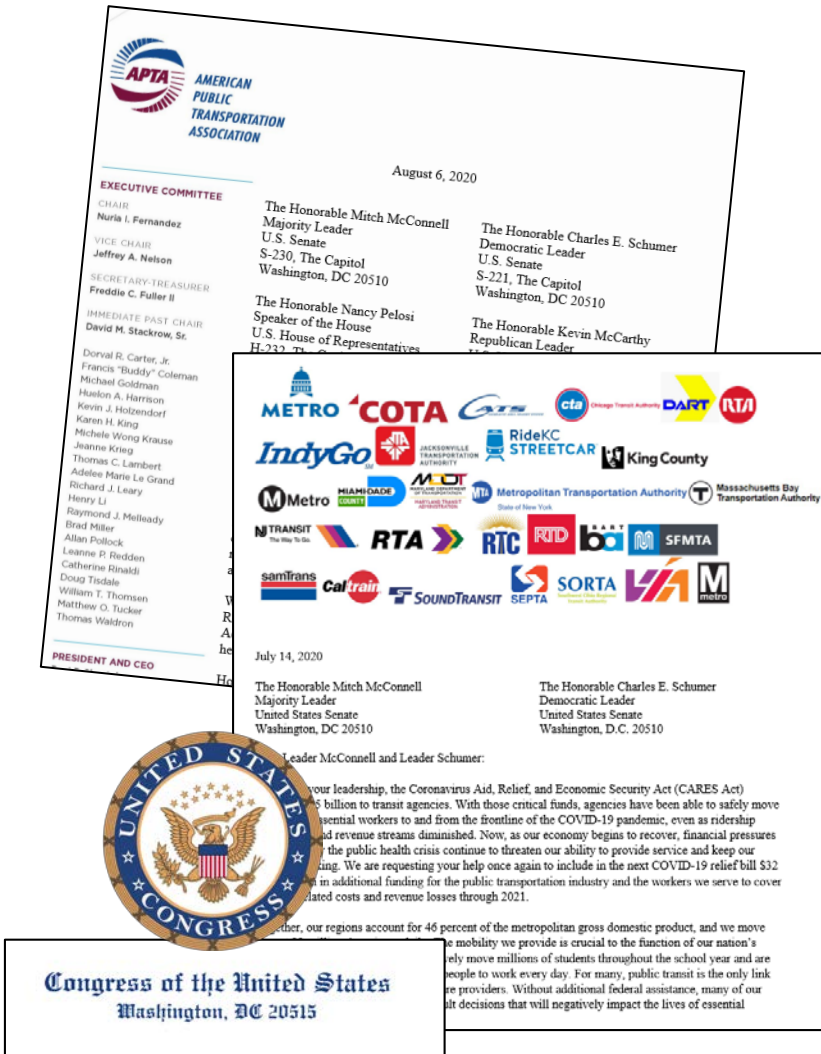


\*Reduction based on statutory formula. Allocations and distribution percentages are preserved.

- The COVID-19 pandemic resulted in an additional \$27M in unanticipated operating expenses to provide additional cleaning, PPE, and other safety measures due COVID-19 that were not included in MDOT MTA's approved budget.
- In order to meet budget reductions, MDOT MTA needs to reduce its approved FY21 operations budget by \$43 million and FY21-26 capital budget by \$150 million.
  - Combined with MDOT MTA's additional COVID-19 spending increases, this results in a total operating budget reduction of \$70M
- The proposed service plan resulting from these unprecedented revenue reductions reflects a priority to maintain service for those who depend on it the most.

# MDOT MTA Advocacy

- MDOT MTA has been an active advocate for additional federal funding for transit including:
  - A July 6, 2020 joint letter with 26 other transit CEOs to Congressional leadership requesting funding and highlighting the consequences of failing to provide funding for transit
  - An August 6, 2020 joint letter with APTA and 23 other commuter rail CEOs to Congressional leadership requesting additional funding
- Frequent advocacy to the Maryland Congressional delegation urging their support for additional funding for transit



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# **Proposed Service Plan Approach**

# Proposed Service Plan Approach

- MDOT MTA's service plan approach focuses on meeting the budgetary challenges faced by the State while also:
  - Maintaining high-quality, frequent service on high ridership routes
  - Reducing redundant service
  - Altering routes to maintain as much coverage as possible
- Rather than system-wide cuts, which would result in infrequent, unreliable service to all riders, this approach:
  - Maintains frequent service on our most frequently utilized routes, and
  - Those that have continued to see strong ridership during the Covid-19 crisis
- This approach ensures that transit is available and reliable for those that depend on it



# Proposed Service Plan Approach

- Data-driven decision-making
  - Ridership trends before and during the COVID-19 crisis
  - Key travel and demographic data
  - Limit overcrowding
- Construct an equitable plan
  - Provide transit service to those who depend on it
  - System will become more focused on serving Baltimore City and major job centers, with fewer suburban routes coming into the City
- Avoid employee layoffs



**Improve**  
service quality  
& reliability



**Maximize**  
access to high  
frequency transit



**Strengthen**  
connections  
between MTA's  
bus & rail routes



**Align**  
the network with  
existing & emerging  
job centers

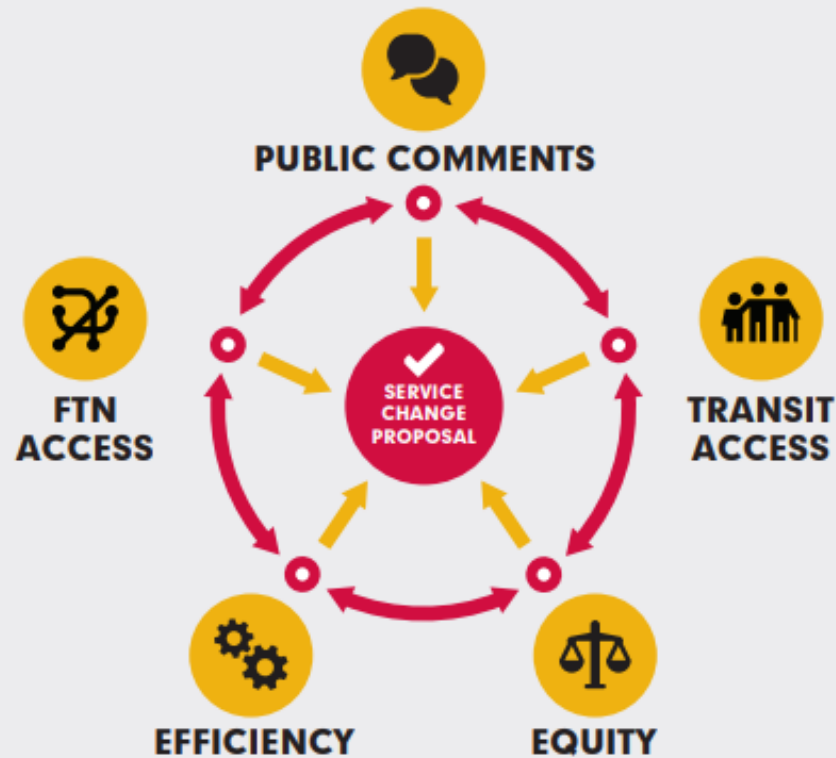


**Engage**  
riders, employees,  
communities, & elected  
officials in the  
planning process

# Service Proposal Methodology

## THE 5 ELEMENTS BEHIND A SERVICE CHANGE

For every service change, MDOT MTA always analyzes the five elements below. Since all five elements affect each other, MDOT MTA always analyzes them **together** before proposing a change.



## PUBLIC COMMENTS

Incorporate feedback from riders and operators.

## FREQUENT TRANSIT NETWORK ACCESS

Maintain and expand routes that provide 15-minute or-better service since these routes carry 2/3 of all trips.

For the proposed Winter 2021 service changes, the Frequent Transit Network (FTN) is proposed to expand from the current 18 bus routes to 20 bus routes.

## TRANSIT ACCESS

Maintain access to people across the disability spectrum, to hospitals and other essential services, and avoid large geographic gaps in service ("transit deserts").

## EFFICIENCY

Analyze routes with low ridership or duplicative service to see if their resources should be shifted to other routes.

## EQUITY

Maintain access to riders with high "transit propensity," including low-income, minority, and car-free households.

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# **Proposed Service Plan Summary**

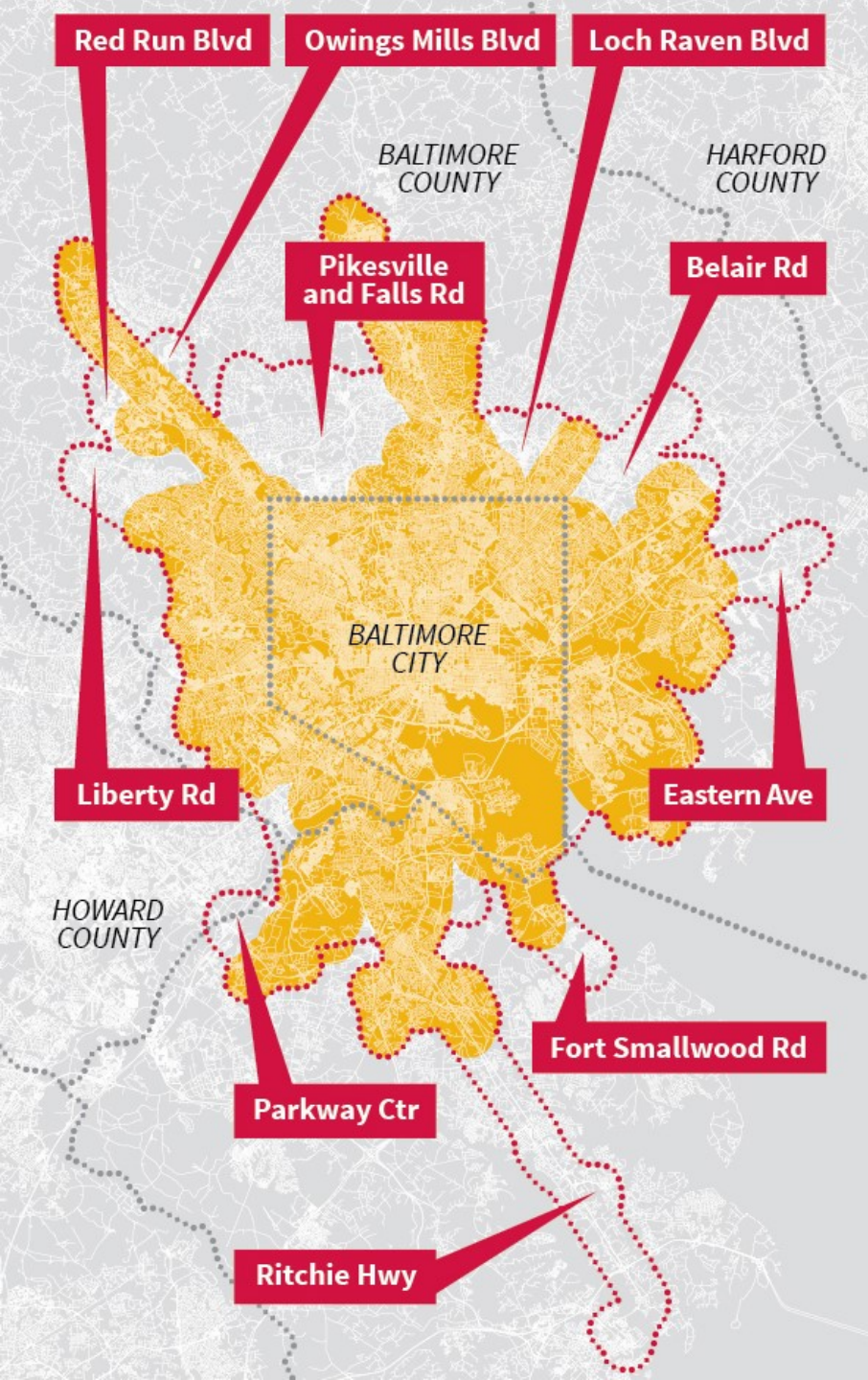
# Local Bus Proposal Analysis

- **98% of riders will retain transit access within ¼ mile**
  - Local Bus route realignments/reductions result in an overall service reduction of ~20%,
  - However, eliminated stops affect 7,559 riders (3.6% of system ridership) while 4,249 of those riders (56%) still have access within ¼ mile
- Frequent Transit Network will increase from 18 to 20 routes
  - Additional 32,000 residents and 12,000 jobs within ¼ mile of FTN
  - 7% increase in the number of minority residents and 5% increase in the number of low-income households with access to FTN within ¼ mile
  - FTN will serve an additional 6 schools, 2 community service facilities, and 1 medical facility
  - **Expanded FTN is only 1/3 of all routes but carries 2/3 of all riders**
- All medical centers and 45 of 47 grocery stores will retain access to transit
- Transfer rate is projected to stay the same, with 49% of transit trips being served with a one-seat ride



# Local Bus – School Service

- **Any Baltimore City schools that have school trippers today will have trippers in the future with the Winter service change**
  - Trippers may be from different routes than current system
  - MDOT MTA is committed to working with BCPSS to ensure schools have adequate transit access when students return to in-person learning
- Current fixed route bus service provides  $\frac{1}{4}$  mile access to 261 schools
- Proposed fixed route bus service provides  $\frac{1}{4}$  mile access to 235 schools



# Local Bus Proposal Network Comparison

- Service proposal focuses on Baltimore City and major job centers, with fewer suburban routes coming into the City from Baltimore County and Anne Arundel County
- Service to Annapolis proposed for discontinuation



# Local Bus Proposal Network Comparison

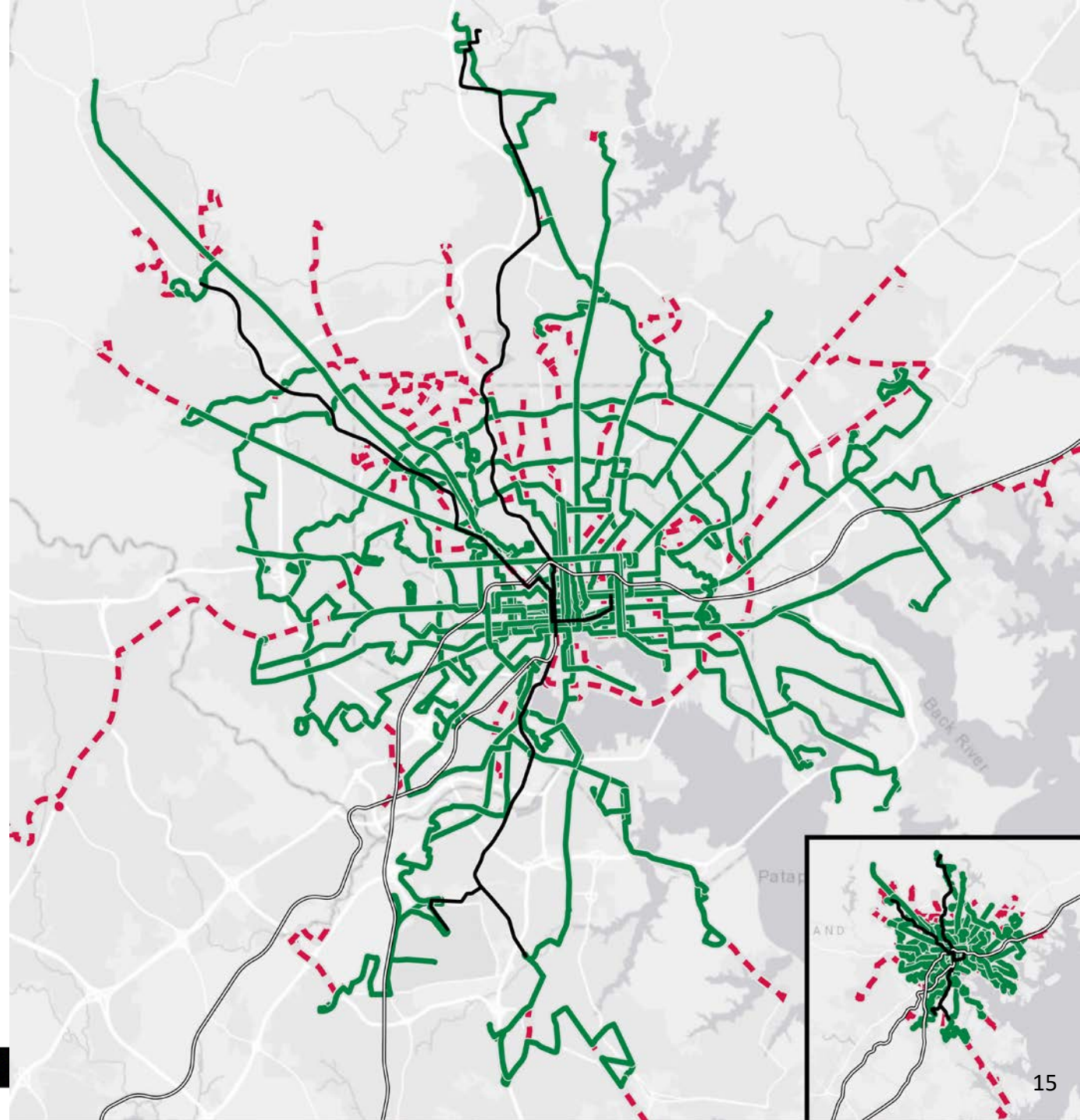
- Service proposal maintains frequent service on the highest ridership routes
- Expanded Frequent Transit Network is only 1/3 of all routes but carries 2/3 of all riders

— Service Retained  
- - - Service Eliminated  
— Light RailLink; Metro SubwayLink

— MARC  
0 4 8 Miles



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# Commuter Bus Proposal Summary

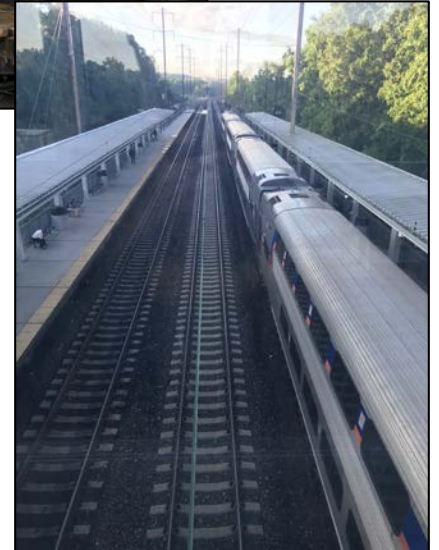
- Overall service reduction of ~10%
- Modified service – MDOT MTA is proposing to discontinue trips on 20 routes with low ridership
- Discontinued service – MDOT MTA is proposing to discontinue 2 routes due to low ridership





# MARC Proposal Summary

- Overall service reduction of:
  - ~14% on the Camden Line
  - ~7% on the Penn Line between Baltimore and Washington DC
  - ~23% on the Penn Line between Perryville and Baltimore
- MDOT MTA is proposing to discontinue trains with low ridership



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# Public Hearing Process

# Public Input

- Feedback from the community is crucial as we finalize this proposal
  - Rider Guides are available on MDOT MTA vehicles, will be distributed at library pick up sites, and can be mailed upon request
  - Announcements are made on vehicles and signs will be posted at stops and stations
- MDOT MTA is in continuous contact with local and state officials, transit advocates, and community organizations
- MDOT MTA will continue to gather feedback on proposed changes and use it to inform any recommendations for the final plan
- When the plan is implemented, MDOT MTA will monitor ridership levels and the impact of proposed service reductions to ensure the safe delivery of transit service


# Public Hearings

## Local Bus Virtual Public Hearings

<b>Monday</b> <b>October 5, 2020</b> 5pm to 8pm Access Code: 129-210-1303	<b>Saturday</b> <b>October 10, 2020</b> 10am to 2pm Access Code: 129-654-1793
<b>Tuesday</b> <b>October 6, 2020</b> 11am to 2pm Access Code: 129-427-6711	<b>Tuesday</b> <b>October 13, 2020</b> 5pm to 8pm Access Code: 129-433-7012
<b>Wednesday</b> <b>October 7, 2020</b> 5pm to 8pm Access Code: 129-604-0835	<b>Wednesday</b> <b>October 14, 2020</b> 5pm to 8pm Access Code: 129-722-3314
<b>Thursday</b> <b>October 8, 2020</b> 11am to 2pm Access Code: 129-048-9980	<b>Thursday</b> <b>October 15, 2020</b> 5pm to 8pm Access Code: 129-874-7308
<b>Friday</b> <b>October 9, 2020</b> 11am to 2pm Access Code: 129-331-5365	<b>Friday</b> <b>October 16, 2020</b> 11am to 2pm Access Code: 129-217-1401

- MDOT MTA will hold public hearings before moving forward with any proposed service changes
  - Local Bus - 10 virtual public hearings
  - MARC and Commuter Bus will also be holding virtual public hearings this fall
- Comments will also be accepted via email and mail:

 Email testimony to  
HearingComments@mta.  
maryland.gov with "Written  
Testimony" as the subject line.

 Mail testimony to  
MDOT MTA Office of Customer and  
Community Relations  
6 St. Paul Street  
Baltimore, MD 21202



# Timeline

