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Acknowledgements

Maryland’s Statewide Transit Plan (the Plan) would not be possible without the participation of the statewide community, including leadership, staff, and representatives from transit providers, counties and municipalities; regional planning boards; other state agencies; business, community, and advocacy organizations; and individual members of the public. Over the past sixteen months, their contributions helped craft the vision, goals, and strategies that will shape the future of the statewide transit system. Collaboration and partnerships were critical in creating the Plan and will be a recurring theme of its implementation.

Maryland’s Local Jurisdictions

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) sends a special thanks to leadership and staff of local jurisdictions and transit providers, as well Metropolitan Planning Organizations and planning councils, for participating in the multiple stakeholder roundtable meetings, surveys, and interviews that informed the Plan.

![Emblems of Maryland's local jurisdictions](image)

Consultant Team

Kimley-Horn  Foursquare Integrated Transportation Planning
Letter from the Administrator

Dear Maryland Residents, Riders, and Advocates,

We at the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) are pleased to share Maryland’s Statewide Transit Plan with you. This Plan was developed in recognition that transit is a driving force for Maryland’s economy and a desire to develop strategies that best address the varied needs of the state.

The Plan presents both a collective vision and foundational goals for our transit system over the next 50 years in manageable 5- and 25-year timeframes. It identifies opportunities to achieve this bold vision by detailing actionable, measurable strategies, and uniting projects and investments across the state’s counties, cities, and towns. It was designed to reflect the diversity of Maryland’s landscape and unique needs across all its regions. It was accomplished with extensive outreach to and collaboration with more than 20 local and regional transit providers, partner agencies and staff, frontline transit workers, business and industry leaders, advocates, community representatives, and transit riders.

The development of the Plan occurred during the COVID-19 pandemic while transit employees statewide were on the front lines providing essential service across Maryland, with public health and safety as the highest priority. Throughout this crisis, MDOT MTA has remained committed to planning transit for current and future generations and to fulfilling its mission “to provide safe, efficient, and reliable transit across Maryland with world-class customer service.”

The Plan is the result of a team of dedicated MDOT MTA staff working closely with local and regional governments—all of whom have experienced rapid changes and challenges in running their transportation systems. By emphasizing a statewide approach to better linking development and transit, the Plan will promote regional and intercity connectivity to jobs, housing, essential services, and business opportunities throughout Maryland.

Throughout the Plan, you will find reflections on the past 50 years of transit, perspectives from Maryland residents and riders on today’s transit experience, and thoughts on what the experience should be in 50 years. We thank you for your help crafting a vision for the future of the system and recognize that there is still much work to be done. As is clear from the Plan, the future for transit in Maryland is very bright and we look forward to working together to build an even greater system.

Sincerely,

Holly Arnold

Holly Arnold
MDOT MTA Administrator
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The Maryland Statewide Transit Plan (the Plan) provides a vision for improving public transportation over the next 50 years, with attention to regional context and mobility needs across the state. The vision and goals of the Plan will be achieved through the strategies identified by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) with input from the public and collaboration with local and regional stakeholders, jurisdictions, and transit providers. Long-term plans like this provide a framework to ensure Maryland’s transit system can meet and exceed the needs and expectations of its riders. The Plan defines a vision and the goals, strategies, and future connections for transit across Maryland and its rural, suburban, and urban regions.
The Statewide Transit Plan’s 50-year vision sets the foundation for the seven overarching goals that will guide Maryland’s transit investments into the future:

Maryland’s public transit system will **connect people, places, and opportunities**, supporting Maryland’s economy with efficient, equitable, sustainable, and innovative transit. Transit riders across the state will experience convenient and coordinated travel and a dignified customer experience.

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EXECUTIVE SUMMARY

How the Plan was Formed

RESEARCH & LISTEN
• Review existing transit plans and document existing conditions.
• Develop overarching vision and goals.
• Hold visioning sessions with state, regional, and local leadership.
• Conduct community briefings and a public survey.

ANALYZE
• Identify future transit opportunities.
• Continue regional roundtables to confirm trends and opportunities.
• Continue community briefings.

PROPOSE
• Publish the Draft Plan.
• Initiate a public comment period.
• Continue regional roundtables.
• Host public open houses and gather feedback.

DRAFT PLAN
• Work with federal, state, regional, and local partners to implement the Plan.
• Measure and report on progress.
• Update the Plan’s short-term action plan every five years and the entire 50-year Plan as needed.

FINAL PLAN

IMPLEMENTATION

SUMMER 2021
FALL 2021/ONGOING

PUBLIC SURVEY
BRIEFINGS & MEETINGS
COMMENT PERIOD
CONTINUED PUBLIC INVOLVEMENT

What success looks like for transit in Maryland:

• Connected and accessible transit that provides access to jobs and opportunities throughout Maryland.

• A dignified and world-class transit experience free of harassment, discrimination, or exclusion based on age, race, ethnicity, skin color, cognitive or physical abilities, social or economic status, gender, or sexual identity.

• Service that supports people experiencing housing insecurity, homelessness, displacement, food insecurity, or difficulty finding employment.

• Access to essential services and activities any day or time they are needed.

• Travel within and between Maryland’s regions with faster travel times.

• The ability to travel using reliable, effective transit regardless of whether riders live in a city center or a rural community.

• Transit agencies that are stable, innovative, and forward-thinking.
Strategies

The Plan includes 31 strategies to work towards each of the seven goals through coordinated efforts with local, regional, and state partners across Maryland and with a continued practice of community- and data-driven action. These strategies are actionable steps to help guide the advancement of the Plan’s goals and are critical to achieving success. Strategies include pursuing integrated fare payment, adopting new technology, maintaining safety practices, exploring new partnerships, installing customer-friendly features at stops and stations, enhancing and expanding service to essential destinations, pursuing transit-oriented development, and more. The Plan also identifies 25 intercity and regionally significant connections, many of which are currently the focus of ongoing study or design projects, that will improve access between Maryland regions as well as neighboring states. Baseline and target performance metrics for 5-, 25-, and 50-year timeframes will track progress following adoption of the Plan.

Key Intercity and Regional Connections

Data analysis and assessment of travel patterns, in addition to feedback from and collaboration with stakeholders, shed light on several opportunities to better connect the state, its communities, and its people via transit in line with the vision and goals of the Plan.

There are several key intercity and regionally significant transit connections in Maryland that will help the state meet future travel needs. Summarized at a statewide level, investments along these connections stand to enhance transit across Maryland and support the strategic direction, vision, and goals of the Statewide Transit Plan. Given the complexity and density of these areas, more connections are shown in the Baltimore and Washington Metro regions. Some of these additional connections include the corridors identified in the Central Maryland Regional Transit Plan (RTP), as well as the Southern Maryland Rapid Transit (SMRT) corridor that will provide a future connection between Southern Maryland and the Metrorail Green Line in the Washington Metro region. While not included on this map, shorter-distance connections and enhancements that are planned locally by jurisdictions are also important to meet transit needs across the state.
Regional and Intercity Connections - 50 Year Vision

1. MARC Brunswick Line Improvements
2. Frederick-DC Connection
3. Montgomery County to Northern Virginia/Tysons Corner via American Legion Bridge
4. Montgomery County Countywide Transit Network
5. MARC/VRE Run-Through Service
6. Southern Maryland Rapid Transit Corridor
7. Northeast Corridor Improvements North of Baltimore
8. New/Improved Service Between Baltimore and DC
9. MARC Extension to Delaware
10. Corridor Cities Transitway
11. Central Maryland Regional Transit Plan (RTP) Corridors
12. RTP North-South Corridor
13. RTP East-West Corridor
14. Purple Line
15. Bus Rapid Transit Corridor (US 29)
16. Local Transit Between New Castle County, DE and Cecil County, MD
17. Intercity Connection Between Eastern Shore and Baltimore/DC
18. Local Transit Connections from Salisbury to Southern Delaware
19. Frederick-Baltimore Connection
20. Intercity Transit Between Hagerstown and Nearby Communities in West Virginia and Pennsylvania (e.g. Chambersburg, Martinsburg)
21. Expanded Intercity/Commuter Connections between York, PA region and Baltimore
22. Additional Intercity Connections Between Western Maryland and Baltimore and/or DC
23. Purple Line Extension
24. Commuter Connections Between Waldorf and Anacostia
25. Intercity Connection Between Southern Delaware, Eastern Shore, and Virginia

A depiction of existing intercity transit connections can be found on page 74. Schematic map, lines not to scale. Subject to future studies/planning and local jurisdiction support.
The Maryland Statewide Transit Plan (the Plan) provides a vision for improving public transit in the state over the next 50 years. The Plan recognizes that transit and broader mobility represent a variety of destinations, needs, abilities, means, and schedules of people across Maryland. For current and future transit riders alike, opportunities are identified to increase access, convenience, and connectivity, not only between different transit services but also between transit and other options for getting around. The identified goals, strategies, and transit connections in this document underscore the importance of coordination between local, regional, and intercity transit providers, mutually supportive transportation and economic development plans, and a future of greater and more seamless regional and statewide connectivity.
The Plan examines today’s critical needs and emerging trends to identify a framework for strategic and measurable progress toward the 50-year vision and goals. **While statewide in focus, this plan also recognizes regional patterns and needs across the state,** which are broken down into the five main regions of Western Maryland, Baltimore Metro Region, Washington Metro Region, Southern Maryland, and Eastern Shore.

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) developed the Plan with **input from a broad range of partners, including other State agencies, local and regional stakeholders, public and private transit providers, business and nongovernmental organizations, and the public.** The Plan builds from and recognizes several existing and planned state, regional, and local transit projects that will help achieve its vision and goals for affordability, equity, safety, sustainability, and more.

The Plan is a guide for MDOT MTA, local transit operators, local jurisdictions, and planning agencies to focus efforts and investment on addressing service coverage gaps and areas of need.
A 50-Year Vision

The Plan provides a 50-year vision of coordinated local, regional, and intercity transit across the state. Long-term planning efforts like this provide a framework to ensure Maryland’s transit system can meet and exceed the needs and expectations of its riders. The Plan defines public transportation goals and strategies for Maryland’s rural, suburban, and urban regions with a vision toward increasingly coordinated, equitable, and innovative mobility.

Considerations of the Plan include both existing and future growth in population and jobs, land use and density, and sociodemographic trends. With an eye to the future, the plan identifies a broad array of strategies to achieve its long-term vision, many of which will require additional planning, research, and analysis in the years ahead before they can be implemented or enacted. Strategies will require continued coordination with local jurisdictions, transit providers, and other partners across the state. The Plan is not meant to provide detailed project-level analysis or design; rather, it identifies areas of emphasis and transit priorities that will benefit the statewide system and interregional travel.

The COVID-19 pandemic, during which the Statewide Transit Plan development process occurred, has had drastic impacts on transit, transportation, and overall mobility — some of which may be long-term — such as increased rates of telework and more trips that occur outside of the traditional morning and evening rush hour. Despite this, it will continue to be important for Maryland to support and provide a wide range of mobility options, especially for essential workers who continue to be the backbone of our economy, and thus should be prioritized in our transit planning and service. The Statewide Transit Plan presents an opportunity for Maryland to support and advance improvements to transit, sets a vision for transit’s role in post-pandemic recovery, acknowledges the critical nature of our work, and underscores the importance of transit in supporting essential travel.
CHAPTER 1

Why Transit Matters

Public transit comes with many benefits for Marylanders, including those who do not ride. Transit supports communities and the quality of life of residents across the state by powering economic development, providing access to jobs and opportunities, and promoting more affordable, active, and sustainable lifestyles.

Equity

- **Access to transit is a critical social determinant of health.** For people of color and low-income residents, safe and affordable mobility options work to overcome health disparities and the inequitable distribution of resources and opportunities.¹

- **Transit allows a greater number of Maryland residents to participate in the workforce.** This is especially true for people with disabilities and populations with no or limited access to cars. The reliability of transit will impact access to jobs and opportunities.

Safety

- **Traveling by transit is 10 times safer per mile than by car and crash rates decline as public transit travel increases.²**

- **MDOT MTA was named America’s safest transit system** in terms of Part I crimes for six years (2014, 2015, 2016, 2017, 2019, and 2020) from among 12 of the largest transit agencies in the United States.

Equitable transportation planning prioritizes the mobility, health, and opportunity of people of color and low-income communities while addressing systemic racial and economic inequities. As a tool in advancing equity, transit provides benefits including positive health impacts and greater economic and social opportunities.

MDOT MTA’s commitment to safety includes expanding its safety policies and practices, such as employee training, investments in fleet modernization to support safe operations, and a Safety Management System (SMS) designed to reduce the risk of injury and property damage by proactively identifying and removing potential hazards in the transportation system.
Quality of Life

- **Transit provides significant value and quality-of-life benefits** to riders and nonriders alike, including lower transportation costs, reduced congestion, and more active commutes.³

- **Transit provides more than 130 million trips in Maryland each year.** While much focus is on trips to work, transit also facilitates essential nonwork trips to access medical facilities, food, school and other services.

Economic

- **Transit helps grow and sustain Maryland’s economy** by connecting people to jobs, businesses and services, education, and more. Maryland businesses rely on having easy and convenient travel options for their employees and customers.

- **Transit investments offer a 5-to-1 economic return**—every $1 billion invested in public transit generates $5 billion in economic activity and supports or creates 50,000 jobs.⁴

Environment

- **The transportation sector is among the largest sources of greenhouse gas emissions** in the U.S. and Maryland. Enhancing and expanding the transit system is a powerful tool to reduce emissions and reduce the environmental impact of transportation.

- **Transit reduces gasoline consumption and Maryland’s carbon footprint.** Every year, public transit saves the U.S. 4.2 billion gallons of gasoline annually and reduces the nation’s carbon emissions by 37 million metric tons.⁵
The Past 50 Years

1969
WMATA Metrorail construction begins

1970
MDOT MTA takes over Baltimore Transit Company

1971
Amtrak is established

1972
MDOT purchases BWI Airport

1973
Maryland Department of Planning creates the first Land Use/Land Cover map. 10.5% of the state’s land area is developed

1974
MDOT first subsidizes commuter rail

1976
Ride On bus service is launched in Montgomery County

1978
Metrorail service to Silver Spring and New Carrollton begins

1980
BWI Airport Amtrak station opens

1983
Baltimore Subway opens

1984
MARC commuter rail brand is created

1986
MARC service extended to Martinsburg

1987
Subway extended to Owings Mills

1990
The Bus bus service is established in Prince George’s County

1991
MARC service extended from Baltimore to Perryville

1992
Baltimore Light Rail opens

1993
TransIT bus service is established in Frederick

1994
Metrorail service to Silver Spring and New Carrollton begins

1995
Subway extended to Johns Hopkins

1997
Light rail extended to BWI Airport

1999
The Americans with Disabilities Act (ADA) takes effect

2001
MARC Frederick Branch opens

2003
Shore Transit bus service is established in Somerset, Wicomico & Worcester Counties

2004
Final expansion of Metrorail into Maryland

2008
The first dock-based bikeshare system in the U.S. is launched in Washington, DC

2010
Maryland Department of Planning updates the Land Use/Land Cover map. 27% of the state’s land area is developed—an increase of 154% from 1973

2011
Uber and Lyft rideshare services launch in the Baltimore area

2014
Regional Transportation Agency of Central Maryland (RTA) is established

2017
Purple Line light rail construction begins

2020
The Central Maryland Regional Transit Plan is published

2021
The Maryland Statewide Transit Plan is published

2022
The Central Maryland Regional Transit Plan is published

Where we’ve Been

The past 50 years provide helpful perspective on how much can change in the next 50 years. Past investments represent significant commitments by the State of Maryland, and it will be critical to structure future investments in these assets to enable their longevity. As we look to the future, it is important to recognize and understand how transit has evolved throughout history and how it will continue to evolve in the years to come—not just for MDOT MTA, but all local transit agencies across Maryland.
How the Plan was Formed

**RESEARCH AND LISTEN**

- Review transit plans from peer states and existing plans in Maryland to generate ideas for content, focus, and overall approach.
- Review existing conditions to better understand needs and trends across the state.

**PROPOSE**

- Develop vision, goals, and objectives that serve as the guiding elements of the Plan.
- Conduct internal visioning sessions, community briefings, and a public survey.

- Identify gaps in the transit network that exist today.
- Identify the types of transit investments and opportunities that the Plan can address.
- Conduct community briefings, regional stakeholder roundtable meetings, and a survey of locally operated transit systems.

**DRAFT PLAN**

- Release the draft Statewide Transit Plan for public comment.
- Initiate a public comment period.

**FINAL PLAN**

- Conduct public open houses and regional stakeholder roundtable meetings to inform the public and stakeholders about the draft Plan and gather feedback.

**IMPLEMENTATION**

- Identify and collaborate on short-, medium-, and long-term strategies.
- Measure and report on progress.

- Update the Plan’s short-term action plan every five years and the entire 50-year Plan as needed.

**PUBLIC SURVEY**

- FALL 2020

**BRIEFINGS AND MEETINGS**

- WINTER/SPRING 2021

**COMMENT PERIOD**

- SUMMER 2021

**CONTINUED PUBLIC INVOLVEMENT**

- FALL 2021/ONGOING
Who Informed the Plan

The Plan was developed with the participation of the public, locally operated transit systems (LOTS), regional boards and commissions, advocacy groups, other local government staff, and technical experts.

MDOT MTA received valuable input through more than 1,500 interactions and engagements across the state. MDOT MTA met with a broad array of stakeholders, including employers, transit operators, and business groups. Additionally, local jurisdictions and transit providers in the state consistently provided a rich source of insight and experience through region-focused stakeholder “roundtable” meetings. This extensive effort makes the Plan stronger and more reflective of Maryland’s diverse perspectives.

The development of the Statewide Transit Plan in 2020 and 2021 coincided with the COVID-19 pandemic. Stakeholders across the state adapted quickly to join meetings virtually, using an array of online tools for surveys, meetings, and public feedback on the draft Plan. With these tools, in addition to efforts to reach people without access to virtual participation, MDOT MTA was able to gather information, solicit feedback, and gain insight into and knowledge of the unique transit needs, challenges, and desires across the state.

Among many other engagements, MDOT MTA staff discussed the Statewide Transit Plan on the January 2021 edition of the MDOT MTA Commuter Choice webinar and with stakeholders across the state during regional roundtable meetings.
Outreach Events and Activities

1,500+ Interactions

1 public survey with 514 responses
1 survey of locally operated transit systems with 514 responses and 18 follow-up interviews
15 regional roundtables (three with each of the five regions) with 184 total attendees, including staff from local and regional transit providers and planning agencies
63 presentations given at community meetings statewide with 775 total attendees
45 newsletter and social media blasts from MDOT MTA and partners

What we Heard

“We need a reliable transit system that connects the individual county and local transit systems.”

“We need a reliable transit system that connects the individual county and local transit systems.”

“Access to medical care, employment, and overall daily needs are very limited.”

“Employees should be able to rely on public transportation for all shifts and hours.”

“Employees should be able to rely on public transportation for all shifts and hours.”

“Improve the quality of transit, not just the quantity of it.”

“Transit needs to allow for the ‘I’m not perfect today’ kind of days, where missing my bus does not ruin my whole day because service is frequent and I can catch the next one soon.”

“The plan should be flexible and nimble.”
The State of Maryland encompasses more than 12,000 square miles of land area, is home to more than 6 million residents, and has more than 3 million jobs and counting. It includes dense urban downtowns, historic sites and main streets, newer suburban neighborhoods and town centers, rural communities and farmlands, and vast shorelines and beach towns. The state’s high population density and concentration of jobs help drive transit demand. With the fifth-highest transit mode share in the United States, public transportation is essential for mobility in Maryland. A look at existing conditions and trends across the state reveals challenges and opportunities for transit in Maryland.
Maryland’s Transit Services and Providers

More than 20 public transit providers offer fixed-route or demand-response services across the state, and public transit is available in all 24 jurisdictions in Maryland.

![Figure 1: Fixed-Route Transit Coverage](image)

Each provider has separate stakeholders, funding, and methods of engagement which allows them to leverage resources to best serve the individual needs of their residents and service areas. Naturally, transit riders use different providers to move across different regions of the state and expect consistent service statewide regardless of who provides it. The type, availability, and amount of service varies from county-to-county and region-to-region.

- Every county in the state, except for Garrett County, has fixed-route bus service.
- Six counties are served by either MARC commuter rail or MDOT MTA commuter bus services, and eight are served by both.
- Maryland’s network of nearly 100 park and ride lots, managed by the Maryland Department of Transportation and other entities, increase the reach and usefulness of transit across the state, allowing commuters to transfer to bus or rail systems linking various municipalities.
- Maryland’s two largest operators, MDOT MTA and WMATA, and several local and intercity transit providers serve the Baltimore and Washington metropolitan regions.
- Maryland is served by many intercity bus and rail services, including Amtrak, Greyhound Lines, BayRunner Shuttle, BoltBus, CoachRun, FlixBus, GoBus, Megabus, and Vamoose.

Governance of transit across Maryland is varied, and falls within four broad categories:
• **MDOT MTA-operated service.** MDOT MTA is a division of the Maryland Department of Transportation. MDOT MTA provides local transit service that is centered around the Baltimore metropolitan region and commuter transit service across the state, primarily providing commuter access to the Baltimore and Washington DC regions. MDOT MTA operates local bus, commuter bus, light rail, subway, commuter rail, and paratransit service, and also directs funding and statewide assistance to LOTS across Maryland.

• **Locally operated transit service.** A majority of transit agencies in Maryland are governed at the county or city level. Some jurisdictions have extensive fixed-route service, many have both fixed-route and demand-response service, and one rural jurisdiction offers demand-response service exclusively. These local services typically operate within jurisdictional boundaries, though some county-based providers travel across city, county, or state lines.

• **Regionally operated transit service.** Several transit operators in Maryland reach beyond jurisdictional boundaries to provide greater regional connectivity. The Regional Transportation Agency (RTA) of Central Maryland is funded and governed by Howard, Anne Arundel, and Prince George’s Counties and the City of Laurel. WMATA is funded and governed through a regional compact between the District of Columbia, Maryland, and Virginia with a Board that represents each jurisdiction, as well as the federal government. Shore Transit serves as a regional provider with service that reaches Somerset, Wicomico, and Worcester Counties in the Eastern Shore.

• **Intercity service.** Maryland is served by several intercity operators and services, including intercity bus and Amtrak intercity passenger rail. These services complement local transit across Maryland and are a critical component of the overall statewide transit network, providing important connections across city, county, and state lines. Different aspects of intercity service are regulated by different agencies, such as the Federal Railroad Administration, Maryland’s Public Service Commission, and local permitting and licensing entities.

Maryland has six public transit providers that offer services across state boundaries:

- MDOT MTA Commuter Bus connecting to Washington, DC
- MARC Commuter Rail connecting to Washington, DC and West Virginia
- WMATA and its Metrorail and Metrobus services
- Cecil Transit connecting Cecil County to Delaware
- West Virginia-based Eastern Panhandle Transit Authority (EPTA) connecting Berkeley and Jefferson Counties, WV, to Frederick County
- Pennsylvania-based Rabbit Transit connecting York and select locations along the light rail in Baltimore County

These services are important, as travel demand in Maryland does not stop at state lines; they often require complex legal and financial agreements between governments and providers.
Amtrak operates approximately 85 to 90 daily passenger trains through Maryland, including high-speed Acela and regular Northeast Regional service from Washington, DC, to Boston, MA, on the Northeast Corridor. MDOT MTA is a partner on the Northeast Corridor Commission and works with Amtrak, state governments, and other rail operators to strategically modernize and improve the rail system for passengers and freight.

Amtrak also operates seven more daily services and one triweekly service that continue south and west of Maryland to Miami, FL; Savannah, GA; New Orleans, LA; Charlotte, NC; and Chicago, IL (with many additional intermediate stops). With major investments in intercity rail infrastructure pending, the residents of Maryland will benefit from Amtrak’s plans to upgrade and expand service by creating new connections through the Midwest and Southeast Corridors, including new routes to cities like Nashville, TN, and Columbus, OH and faster service to Richmond, VA, Raleigh, NC, and beyond.
How People Travel

Transit ridership trends in Maryland follow those that have been observed nationwide.

- 98 percent of transit trips in Maryland occur in the Baltimore and Washington Metro regions. Following a rise through the late-2007 to mid-2009 recession, ridership remained strong through 2015. The steady decline in ridership since 2015 can be attributed to several economic, demographic, and mobility trends.

- Cheaper fuel, increased car ownership, and greater availability and affordability of hybrid and electric vehicles mean more people are choosing to drive.

- Shared mobility services such as bikeshare and carshare complemented transit through the early 2010s, but the introduction and rapid deployment of on-demand mobility services such as Uber and Lyft in 2012 increased competition for mode share.

- Even as fixed-route ridership has declined, demand for paratransit services serving older adults and people with disabilities has grown.

Public transit is the third-most used mode of transportation in Maryland behind driving alone and carpooling.

- The share of commuters using transit declined from 9 percent in 2015 to 8 percent in 2018.

- Mode share of commutes by bicycle, taxi, and motorcycle increased at the highest rates.

- Working from home, or teleworking, increased by 20 percent—a trend that has been recently amplified by the COVID-19 pandemic.
Transit has been an important force throughout the COVID-19 pandemic, representing a success in Maryland’s ability to maintain and prioritize routes and services for the people who need it most and the essential workers that we all depend on. In Baltimore, MDOT MTA Core Bus service experienced less drastic ridership reductions during the pandemic when compared to Washington, DC and the U.S. as a whole, demonstrating the resilience of public transit in Maryland. Across the state, local transit systems mobilized quickly to enhance sanitation protocols and implement practices such as waived fares and rear-door boarding to ensure operator safety. The pandemic has impacted our transit system significantly, with long-lasting effects on its workforce, ridership, and funding. The Statewide Transit Plan presents an opportunity for Maryland to support and advance ongoing efforts to improve transit, sets a vision for transit’s role in post-pandemic recovery, underscores the importance of transit in supporting essential travel, and acknowledges the critical nature of MDOT MTA’s work and the work of local transit providers statewide.
Our Residents and Riders

To understand current and future transit needs, it is important to understand the transit-riding population and statewide population in terms of income, education, and employment, as well as factors like race, age, and gender identity. **Advancing equity requires Maryland (MDOT MTA and other transit providers) to understand how people are experiencing barriers to accessing opportunities and resources.**

**Income** in Maryland, measured by median household income, is $83,242\(^7\). Median household income ranges from $42,165 in Somerset County to $117,730 in Howard County.

Many low-income people often rely on transit as a lifeline and an affordable way to get to and from work, grocery stores, medical appointments, and other essential destinations.

**Car ownership** rates in Maryland are rising, with 1,977,742 registered vehicles in 2017, an increase of 2 percent from 2012\(^8\); however, **9 percent of Maryland households do not have a car.**

This metric is important for understanding where populations who likely depend on transit live. In addition to the Baltimore and Washington Metro regions, St. Mary’s County and Charles County in Southern Maryland, Wicomico County and Dorchester County in Eastern Maryland, and pockets of Western Maryland have higher numbers of zero-car households in comparison to the rest of the state.

**A future Maryland transit system that supports the ability to live car-free or with less car travel was ranked as a top priority by participants in the public survey.**

**Racial and ethnic** representation in Maryland includes 55 percent of people who identify as white and 45 percent who identify as people of color.\(^9\) The statewide population of people of color includes 30 percent identifying as Black, 6 percent Asian, 0.3 percent American Indian, and 0.1 percent Pacific Islander, and another 11 percent identifying as Hispanic* and 3 percent as multiracial.

People of color in Maryland are nearly **three times more likely to commute by public transit** than white residents.\(^10\) Even though people of color may have better access to frequent transit compared to the overall population, many still face challenges in accessing jobs and destinations due to disparities in destinations that can be reached easily by car versus by transit. There is opportunity across the state to improve accessibility to jobs and services for people of color by focusing job growth to areas already accessible by transit and by targeting new investments in transit towards concentrations of employment.

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* People of Hispanic origin may identify with any race and may select one or more categories. While one cannot easily compare the overall share of residents who have Hispanic origin to other races, Maryland is home to many residents with Cuban, Mexican, Puerto Rican, South or Central American, or Spanish culture or origin.
People with disabilities make up 11 percent of Maryland’s population, or roughly every 1 in 10 people. The Baltimore and Washington metropolitan regions have the highest density of people with disabilities while rural and exurban areas have the highest percentage of the state’s total population of people with disabilities.

Though not all people with disabilities rely on transit for mobility, many people with disabilities do. To address accessibility challenges that exist today for people with disabilities, communities can make local-level investments targeted at reducing barriers to transit and improving accessibility across Maryland’s transit system.

Age of Maryland residents, at the median statewide level, is 39 years old. 15 percent of Maryland’s population is over 65 years old. Many older adults do not have access to a car, do not have a valid driver’s license, or do not feel comfortable driving.

The Baltimore and Washington metropolitan regions have the highest density of older adults while rural areas have the highest percentage of the state’s total population of older adults. Older adults in rural areas face limited access to and availability of all-day or same-day transit services that would act as a lifeline for individuals to stay in their communities and maintain independence as they grow older.

Languages spoken in Maryland vary, with 81 percent of residents speaking English and 9 percent of residents speaking Spanish. More than 3 percent of households speak a limited amount of English.

Residents with limited English proficiency are more than 50 percent more likely to commute by public transit and are disproportionately impacted by the higher-than-average commute times.

Concentrations of limited English proficiency populations generally align with existing transit service, and are largely concentrated in Central Maryland.

There are more than 1.2 million Deaf and hearing impaired Marylanders, many of whom communicate in American Sign Language (ASL).

Gender in Maryland is near-evenly split, with a slight majority of the population, 52%, identifying as female and 48% percent identifying as male.

Gender identity can play a significant role in travel choices and experience on transit. As an example, Statewide Transit Plan survey respondents who identified as male were less likely to identify “increasing safety” and “reducing crime on transit” as a top priority while respondents of all other gender identities—including female, non-binary, and self-described—viewed increasing safety and eliminating crimes as a top priority.
Region by Region

While relatively small in size, Maryland is incredibly diverse in its geography. There are mountains in the west, shorelines to the east, and an urban corridor running through the middle, with rural farmland, small towns, and suburbs spread out in between. The Plan reflects this context by adopting the five regions defined in the 2040 Maryland Transportation Plan.

Population in Maryland totals 6,185,278 with an average population density of 619 people per square mile. Population density ranges from 33 people per square mile in Dorchester County to 6,678 people per square mile in Baltimore City.

Jobs in Maryland total 2,628,952 with an average job density of 181 jobs per square mile. Job density ranges from 6 jobs per square mile in Somerset County to 3,179 jobs per square mile in Baltimore City.
**Figure 4: Regions of Maryland**

- **Baltimore Metro**
- **Western Maryland**
- **Washington Metro**
- **Southern Maryland**
- **Eastern Shore**

**URBAN**
Areas with the highest population, employment, and transit trip densities, also described as urban core and urban center context zones with moderate to high density of mixed-use development.17

**SUBURBAN**
Areas that are home to the majority of the state’s population and surround the two largest urban areas. These areas include suburban activity centers and traditional town centers with lower density but a high mix of uses.

**EXURBAN**
Areas on the edges of metropolitan regions with rural areas and continued population growth and suburban development. These areas are characterized in the suburban context but with more low-density residential than commercial development.

**RURAL**
Areas outside the state’s two large metropolitan areas, home to smaller urban centers, but mostly rural. These areas have the lowest density and are home to agricultural and preservation areas and low-density housing.
Western Maryland

Western Maryland is the state’s least-populated region. The geography of the region is predominantly rural and characterized by forests, mountain ridges, agriculture, and small towns; however, the region is home to denser population centers such as the cities of Cumberland, Frostburg, and Hagerstown.

TRANSPORT SERVICE:
- Fixed-Route Bus
- Commuter Bus
- Demand-Response

ANNUAL TRANSIT TRIPS:
- 673,625 (2018)

TRANSPORT COMMUTE MODE SHARE:
- 1%

ZERO-CAR HOUSEHOLDS:
- 9%

TRANSIT MARKET OVERVIEW:
- Cumberland and Hagerstown are smaller urban centers with higher concentrations of people and density of jobs.
- Low-income households appear more widespread in Western Maryland, which has limited coverage and frequency of fixed-route transit.
- Areas with concentrations of zero-car households exist in pockets of each of the three counties.
- Washington County is home to higher populations of Black and Hispanic or Latinx residents.
- Garrett, Allegany, and Washington Counties all have low-density areas with a high concentration of persons with disabilities. In many of these areas, the only transit service available is demand-response service with limited hours of operations and scheduling required 24 hours in advance.
- In Western Maryland, many older adults live on the edge of urban areas, where lower densities make providing fixed-route transit more challenging. As a region with an aging population, a growing share of residents will need alternative means of transportation to ensure they can age in place and retain their independence.
Garrett and Allegany Counties lack weekend transit service. Garrett County has no fixed-route transit but does provide demand-response service.

Most transit service in the region has hourly frequency and is limited to peak and midday periods.

Existing intercity bus and rail routes serve Cumberland and Hagerstown.

Compared to the rest of the region, Allegany County has comparatively good transit frequency but lacks all day service.

The region has intercity rail service to and from Washington, DC, but not every day.

What We Heard

“There is opportunity in Western Maryland to improve public awareness of transit options, increase access to essential services such as food and medical care, and attention to employee retention for transit services.”

“Key transit needs include commuter connections to employment centers in West Virginia and Pennsylvania and enhanced connections to recreational destinations such as the C&O Visitors Center and the Gap Trail network.”

* Areas with high population densities and concentrations of youth, seniors, low-income households, households with low car ownership, and persons with disabilities.
Baltimore Metro Region

The Baltimore Metro Region is made up of Baltimore City, surrounding counties, and the state capital of Annapolis. Baltimore City and Annapolis feature denser urban centers, and surrounding areas are made up of medium- to low-density suburbs that transition to rural communities with greater distance from the urban core.

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<thead>
<tr>
<th>TRANSIT SERVICE:</th>
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<tbody>
<tr>
<td>Light Rail/Metro</td>
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<td>Commuter Bus</td>
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<td>Commuter Rail</td>
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<td>Demand-Response</td>
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TRANSIT MARKET OVERVIEW:

- MDOT MTA Core Bus service retained one of the highest ridership levels in the U.S. throughout the COVID-19 pandemic.

- The region is home to 45 percent of the state’s population and 51 percent of the state’s jobs, and on average, commuting by transit takes 71 percent longer than driving.

- Improvements to MARC rail service and the BaltimoreLink bus system redesign have helped to attract and retain riders.

- In the region’s fast-growing suburban and exurban communities, transit supports existing statewide planning objectives and transit-oriented development (TOD) initiatives, ensuring Maryland develops where quality transportation choices already exist.

- The region has dense concentrations of low-income households. While the region has better transit coverage and frequency overall, people with low incomes who lack access to a car may experience reduced overall accessibility to jobs and services as many regional destinations are inaccessible by transit alone.

- The region has high numbers of zero-car households. In Baltimore City, nearly 30 percent of households do not have a car and public transit is essential to connect people to jobs and opportunities.

- There is a higher concentration of people of color in the region’s urban areas. Despite being more likely to commute by transit, these populations have limited access to transit service that runs every 30 minutes or better.

- Limited English proficiency populations are largely concentrated in Howard and Baltimore Counties.
What We Heard

“The Baltimore Metro Region would benefit from improved service to Washington, DC and surrounding local systems, enhanced east to west connectivity in Baltimore City, and commuter connections between Baltimore and areas such as Fort Meade, Annapolis, and Odenton.”

“Across the region, there is a need for better integration of land use and transit, including housing strategy that aligns with transit and reduced parking requirements for development near transit.”

Anne Arundel County is served by four different demand-response services, each with distinct service areas or eligibility requirements.

* Areas with high population densities and concentrations of youth, seniors, low-income households, households with low car ownership, and persons with disabilities.
Washington Metro Region

The Washington Metro Region is made up of the suburban counties outside Washington, DC. Its geography is primarily suburban, with areas of dense urban areas that transition into medium- to low-density suburbs. In recent years, the region has seen significant suburban growth along the I-270 corridor, especially in southern Frederick County.

**TRANSIT SERVICE:**
- Fixed-Route Bus
- Light Rail/Metro
- Commuter Bus
- Commuter Rail
- Demand-Response

**ANNUAL TRANSIT TRIPS:**
128,685,218 (2018)*

**TRANSIT COMMUTE MODE SHARE:** 14%

**ZERO-CAR HOUSEHOLDS:** 8%

**TRANSIT MARKET OVERVIEW:**

- Upcoming and recent investments such as the Purple Line light rail and Montgomery County’s FLASH bus rapid transit (BRT) will make it easier for transit riders to get around and help anchor key population and employment centers.
- The Washington region is home to 37 percent of the state’s population and 35 percent of the state’s jobs, and on average, commuting by transit takes 43 percent longer than driving.20
- In the region’s fast-growing suburban and exurban communities, transit supports existing statewide planning objectives and TOD initiatives, ensuring Maryland develops where quality transportation choices already exist.
- The region has dense concentrations of low-income households. While the region has better transit coverage and frequency overall, people with low incomes who lack access to a car may experience reduced overall accessibility to jobs and services as many regional destinations are inaccessible by transit alone.
- The region has high numbers of zero-car households (seven percent) in addition to more robust transit networks than elsewhere in the state.
- Montgomery and Prince George’s Counties have more people of color, including Black, Asian, and Hispanic or Latinx communities, but the coverage of transit service that operates every 30 minutes or better is limited across these counties.
- The region—particularly Frederick County—is home to a large population of ASL users as well as a Maryland School for the Deaf campus. Aside from English, the languages spoken most commonly in the region are Spanish, Korean, Vietnamese, Chinese, French, Arabic, and Amharic.

* Washington Metro Region ridership includes 2018 Maryland-only WMATA ridership (from the 2021 MDOT MTA Attainment Report) and reported ridership values for all other transit agencies in the region (from the National Transit Database).
Frederick County transit providers offer some of the greatest spans of service among exurban counties in the state.

What We Heard

“There is opportunity in the Washington Metro Region to improve connections between urban and rural transit systems as well as better promote walkability and transit-oriented development.”

“Key transit needs include bus rapid transit and dedicated bus lanes, better suburb-to-suburb and interstate connectivity, and expanded service beyond peak hour (such as weekend service).”

The greatest demand for interstate travel in Maryland occurs between the region and both Washington, DC and Northern Virginia.

The WMATA Metrorail and Metrobus networks are largely oriented toward facilitating trips to and from Washington, DC.

Access to high-frequency transit in Montgomery and Prince George’s Counties is greater than most other suburban counties in the state.

Transit-Supportive Populations*

* Areas with high population densities and concentrations of youth, seniors, low-income households, households with low car ownership, and persons with disabilities.
Southern Maryland

Southern Maryland is projected to be the state’s fastest-growing region in the years ahead due to widespread and rapid suburban development. Much of this projected growth can be attributed to the increase of residents who work in the Washington, DC region and the expansion of employment opportunities within Southern Maryland.

**TRANSIT SERVICE:**

- **Fixed-Route Bus**
- **Commuter Bus**

**ANNUAL TRANSIT TRIPS**

| 1,284,405 (2018) |

**TRANSIT COMMUTE MODE SHARE:** 4%

**ZERO-CAR HOUSEHOLDS:** 4%

**TRANSIT MARKET OVERVIEW:**

- In addition to local, fixed-route services, counties in Southern Maryland are also served by MDOT MTA commuter buses. California, Chesapeake Beach, and Waldorf are smaller urban centers with higher concentrations of people and density of jobs.
- Low-income households are more concentrated along the southern shore of St. Mary’s County. People in these areas may be directly served by fixed-route transit, but at lower frequencies.
- Areas with concentrations of zero-car households include St. Mary’s County (five percent) and Charles County (three percent).
- Northern Charles County is home to more diverse communities, yet transit service with 30-minute or better frequency is limited to communities within the Capital Beltway.
- Calvert and St. Mary’s Counties all have low-density areas with a high concentration of persons with disabilities. In many of these areas, the only transit service available is demand-response service with limited hours of operations and scheduling required 24 hours in advance.
- Many older adults are unable to use demand-response service under current guidelines due to living in coastal communities outside the boundary of fixed-route transit.
What We Heard

“There is opportunity in Southern Maryland to improve transit service to urban centers such as Washington, DC and Baltimore, as well as to enable more efficient transfers between different routes and services.”

“Key transit needs include better connections to aging communities, military installations, and colleges and pursuit of recommendations identified in Southern Maryland Rapid Transit (SMRT) planning efforts.”

* Areas with high population densities and concentrations of youth, seniors, low-income households, households with low car ownership, and persons with disabilities.
Eastern Shore

The Eastern Shore is home to a robust agriculture industry, with the City of Salisbury at its center. Tourism is an important industry as well, focused on beachfront communities such as Ocean City, leading to substantial seasonal fluctuations in residents and visitors.

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<tr>
<th>TRANSIT SERVICE:</th>
<th>ANNUAL TRANSIT TRIPS</th>
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<tbody>
<tr>
<td>🚍 Fixed-Route Bus</td>
<td>3,089,004 (2018)</td>
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<tr>
<td>🚍 Commuter Bus</td>
<td></td>
</tr>
<tr>
<td>🚍 Commuter Rail*</td>
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<td>🚍 Demand-Response</td>
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<th>TRANSIT MARKET OVERVIEW:</th>
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<tbody>
<tr>
<td>• On the Eastern Shore, fixed-route transit is mostly limited to local services, with commuter routes reaching parts of Queen Anne’s County. Easton, Salisbury, and Ocean City are smaller urban centers with higher concentrations of people and density of jobs. The high volume of visitors to the region from other parts of the state presents a need for intercity transit service to the Eastern Shore.</td>
</tr>
<tr>
<td>• As a region with a large share of older adults, a growing number of residents will need alternative means of transportation to ensure they can age in place and retain their independence.</td>
</tr>
<tr>
<td>• Low-income households are more concentrated along the Maryland-Delaware border and Somerset County has the lowest median income in the region. People in these areas may be directly served by fixed-route transit, but at lower frequencies.</td>
</tr>
<tr>
<td>• Areas with more zero-car households include Wicomico County and Dorchester County.</td>
</tr>
<tr>
<td>• Somerset and Wicomico Counties are home to more Black and Hispanic or Latinx residents.</td>
</tr>
<tr>
<td>• Cecil County has low-density areas with a high concentration of persons with disabilities. In many of these areas, the only transit service available is demand-response service with limited hours of operations and scheduling required 24 hours in advance.</td>
</tr>
<tr>
<td>• There are concentrations of limited English proficiency populations in Wicomico, Somerset, Caroline, and Queen Anne’s Counties who have limited access to fixed-route transit.</td>
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*Commuter rail service in the Eastern Shore is limited to the Perryville MARC station at the northern edge of the region.

Credit: Cecil Transit
What We Heard

“The Eastern Shore needs better connectivity to Central Maryland and Washington, DC, the closure of the regional gap between Perryville and Newark, Delaware, and enhanced connectivity between rural areas and activity centers for community needs such as medical care.”

“Our aging population presents evolving mobility needs, as well as challenges with technology accessibility.”

The Eastern Shore relies heavily on demand-response services, most of which operate up to 12 hours a day.

The Eastern Shore has a high level of travel demand to Delaware, specifically Cecil County to New Castle County / Wilmington.

Higher-frequency transit service is available in Ocean City during the summer months.

Somerset, Wicomico, and Worcester Counties offer demand-response spans of service that extend over 20 hours a day on weekdays, as well as weekend service.

* Areas with high population densities and concentrations of youth, seniors, low-income households, households with low car ownership, and persons with disabilities.
Future Growth

Transit is most effective where there are concentrations of people and jobs. To understand current and future transit needs, it is important to understand where population and jobs are currently concentrated, as well as where they will increase or decline in the years to come.

**Between 2015 and 2040, Maryland’s population is projected to grow by 880,000 (15 percent) to nearly 7 million people and the number of jobs is expected to increase by 715,000 (23 percent) to 3.8 million jobs*.** Land use policies guide where growth happens within counties, which impacts how well the transit network can provide access for Marylanders. New investments in public transit can complement land use policies to strengthen access to jobs and opportunities and help Maryland meet transportation, land use, and environmental goals across the state.

- Only three counties—Prince George’s, Allegany, and Garrett—are forecasted to see negligible population growth or population loss during the next two decades. Improved transit connections, such as the Purple Line, could spur development that reduces or reverses the projected lack of growth.
- Areas of Frederick County and Charles County are projected to experience higher rates of population growth by 2040, much of which will occur in or near main activity centers that currently lack the level of densities that support high-frequency transit service.
- Employment growth is expected to occur along the I-95 and MARC Penn Line corridors, notably in Howard, Anne Arundel, and Harford Counties.

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<tbody>
<tr>
<td>Western Maryland</td>
<td>252,054</td>
<td>297,328</td>
<td>+18%</td>
<td>142,512</td>
<td>165,627</td>
<td>+16%</td>
</tr>
<tr>
<td>Baltimore Metro Region</td>
<td>2,737,374</td>
<td>3,006,215</td>
<td>+10%</td>
<td>1,640,984</td>
<td>2,018,188</td>
<td>+23%</td>
</tr>
<tr>
<td>Washington Metro Region</td>
<td>2,173,123</td>
<td>2,512,065</td>
<td>+16%</td>
<td>963,229</td>
<td>1,188,320</td>
<td>+23%</td>
</tr>
<tr>
<td>Southern Maryland</td>
<td>357,235</td>
<td>474,374</td>
<td>+33%</td>
<td>141,890</td>
<td>178,764</td>
<td>+26%</td>
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<tr>
<td>Eastern Shore</td>
<td>447,936</td>
<td>557,866</td>
<td>+25%</td>
<td>239,576</td>
<td>292,617</td>
<td>+22%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,967,722</strong></td>
<td><strong>6,847,848</strong></td>
<td><strong>+15%</strong></td>
<td><strong>3,128,191</strong></td>
<td><strong>3,843,516</strong></td>
<td><strong>+23%</strong></td>
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* These projections are based on the Maryland Statewide Transportation Model (MTSM). The MTSM forecast is developed cooperatively with local jurisdictions and metropolitan planning organizations (MPOs) and represents forecasted population and employment based on existing trends and land-use plans.
Much population and job growth is projected to occur away from the areas which are best served by transit today, including on rural or undeveloped land and at the edges of urban areas.

- By 2040, the state’s population will grow by 15 percent, with much of this growth occurring in existing urban and suburban centers. Investing in transit is key to supporting this growing population and ensuring that it remains a competitive and convenient mode of transportation.
- Encouraging growth and development in areas served by transit can help communities achieve more compact development, preserve open space and rural landscapes, and reduce dependency on driving.
- Investing in public transit creates additional opportunities for TOD that can attract both residents and jobs to walkable station-areas that support car-light lifestyles.
- Enhancing the transit network can ensure that growth that occurs at any one location on the network can improve access and quality of life for any other location on the transit network.
- It will remain important for communities experiencing growth to be “transit-ready” by pursuing transit-supportive zoning, land use, infrastructure, and urban design.

Transit readiness describes the degree to which a place has the characteristics that support fixed-route transit in its two main goals to provide both mobility and access to its passengers. Transit access is directly linked to the mix of land uses that transit serves, the design of the infrastructure network that passengers use to get from the vehicle to their destination, and the urban design decisions near stations and stops.

Transit readiness can be considered in several categories, including quantity of destinations, density and mix of land uses, access and connectivity, comfort of transit environments, and available programs and incentives. Each factor has its own opportunities and challenges to extending or improving transit service, and can be applied to a wide range of community types, whether they are urban or suburban.
Support for State Planning and Growth Objectives

Transit can play an important role in shaping Maryland’s future, including guiding future development and supporting sustainable development, open space preservation, and community revitalization. Figure 5 shows that areas with high frequency transit service are largely within existing Priority Funding Areas (PFAs). PFAs are a tool for coordinating State and local government efforts to support economic development and new growth. Through PFAs, projects in municipalities, industrial areas, and planned growth areas receive priority for State funding.

Figure 5: Priority Funding Areas, Activity Centers, and Preservation and Recreation Areas

Source: Maryland Statewide Transportation Model Land-Use Projections, Maryland Department of Planning and Maryland Department of Natural Resources

Key Terms

**Priority Funding Area (PFA)**
Designation established by State legislation. The following areas qualify as Priority Funding Areas:
- Every municipality, as they existed in 1997
- Areas inside the Washington Beltway and the Baltimore Beltway
- Areas already designated as enterprise zones, neighborhood revitalization areas, heritage areas and existing industrial land

**Activity Center**
Defined at the county level by this Plan. Represents the locations that attract the greatest density of trips each day. Includes major employment, education, and shopping destinations.

**Preservation and Recreation Areas**
Protected natural areas managed by the Maryland Department of Natural Resources or National Park Service.
• Expanding transit to serve more activity centers is essential to help those areas grow while maintaining accessibility for Marylanders.

• Connecting transit service to Preservation and Recreation Areas will help more Marylanders benefit from those public resources and increase statewide support for their continued protection and growth.

• It is important that transit be available to serve growing population and employment centers in Maryland. It also is important that the design of new development supports safe and convenient connections between buildings and transit stops/stations.

• Transit supports more compact growth and development, including investments in existing urban and town centers, because it enables the efficient movement of people with less space-intensive infrastructure than parking and driving of personal vehicles. With an orientation to pedestrians and the movement of transit vehicles, there is more space available for housing, offices, or commercial spaces.

**Transit-Oriented Development**

Transit-Oriented Development (TOD) describes a place of relatively higher density that includes a mix of residential, employment, shopping, and civic uses designed to encourage multi-modal access to a nearby transit station. TOD can support economic development, promote transit ridership, and maximize the efficient use of transportation infrastructure.

The State plays an active role in promoting TOD, and the Maryland Department of Transportation administers a TOD Designation process to facilitate State involvement in TOD opportunities. In 2020, MDOT MTA published updated TOD Design Guidelines as a resource for local jurisdictions, developers, and communities who are considering development at or near a rail station. MDOT MTA encourages transit-supportive design for all development near rail stations that includes quality spaces for walking and bicycling to and from transit.

The TOD Design Guidelines has recommendations for all kinds of station types, whether they are located in a dense downtown or in a smaller town setting. The MDOT MTA TOD Design Guidelines can be found online at: mta.maryland.gov/transit-oriented-development.

Metro Centre at Owings Mills Metro Station is an example of the development potential around transit stations across the state. The 46-acre development, when completed, will have approximately 1.5 million square feet of office and retail space, 1,700 residential units, a hotel, and several public community facilities. The development replaces surface parking lots around Owings Mills station.
3. Vision and Goals

The statewide focus and 50-year timeframe of this Plan presents a unique framework in which to identify opportunities and priorities for the transit network. During the next 50 years, development patterns and travel behavior may radically change. The Statewide Transit Plan not only discusses transit service today but begins to anticipate the types of transit improvements that will allow Maryland to achieve wider policy goals and objectives and stay nimble into the future.
It is important to note that transit needs will differ across Maryland in the coming years. The analysis conducted for the Statewide Transit Plan revealed several overarching opportunities and needs for Maryland’s transit network. The strengths and challenges facing transit in Maryland help identify several opportunities that MDOT MTA, local transit providers, and other statewide partners can leverage to improve our transit network. **Pursuing these opportunities will require a range of interventions, from physical infrastructure investments to new policies, and will work to achieve the vision and goals of the Plan.**

### Priorities of our Customers

Public and stakeholder engagement shed light on several overarching priorities for improving transit across the state. Public survey respondents identified several priorities for transit in the next 50 years, **including equitable mobility**, the provision of **regional and local connections**, and support for the **ability to live car-free**. Additional conversations yielded very similar sentiments, including the need to **improve transit frequency, speeds, and reliability, enhance safety**, and **invest in technology**. Marylanders also highlighted a desire for transit providers to work directly with local communities and with each other to address specific needs such as **improving walking and biking access** to transit and pursuing **coordinated fare payment systems**.
Vision

Maryland’s public transit system will connect people, places, and opportunities, supporting Maryland’s economy with efficient, equitable, sustainable, and innovative transit. Transit riders across the state will experience convenient and coordinated travel and a dignified customer experience.
Goals

The seven overarching goals for the Statewide Transit Plan were developed in a collaborative process by MDOT MTA, regional and statewide stakeholders, and the public. The goals are general guidelines that explain what the Statewide Transit Plan should achieve and together will guide transit investments into the future.

Be equitable, accessible, and affordable

Transit providers have a responsibility to serve and support our riders, staff, and all Maryland residents. By centering community input and lived experience, we can better understand the needs of residents, which is vital to remove existing barriers and prevent future barriers to transit.

Ensure a safe and healthy transit environment

Safety comes first for transit in Maryland. All of Maryland’s transit providers prioritize the health, safety, and security of riders. Along with emphasizing the importance of clean, accessible stops, stations, and vehicles, transit agencies across Maryland strive to make transit a worry-free way to travel, especially when those trips are essential. Ensuring infrastructure is a benefit, not a barrier, to a healthy lifestyle, including both physical and mental well-being, is of utmost importance.

Provide mobility between regions

It is important to ensure that our transit systems enhance and expand the mobility of our residents and facilitate important connections between regions for all. As Maryland grows, our transit system must keep pace to meet the diverse and evolving mobility needs of our residents.
Connect people to jobs and opportunities

Transit connects Maryland residents to work, school, essential services, recreation, and other destinations. How we provide service, partner with community members, and offer a vision for the future of Maryland must maximize connectivity and improve access to jobs and resources all while advancing equity.

Deliver reliable and convenient service

Reliability and convenience are important aspects of transit to ensure riders can travel with confidence and reach their destination in a safe and timely manner. We can integrate innovative tools and strategies to share information and deliver reliable and convenient service, directly impacting people’s daily lives and influencing their decision to use transit.

Be sustainable, nimble, and innovative

Maryland must plan for a sustainable future and enhance transit in a way that takes advantage of technology advancements, service planning, and strategic investments. Now and into the future, it will remain important to reduce the environmental impact on the communities we serve while prioritizing technology advancements that improve service without increasing barriers to access or understanding.

Invest wisely and sustainably

Sustainability and fiscal responsibility are key tenets to maximizing resources and minimizing our carbon emissions. Maryland must be intentional and strategic in both what and how we invest, and as we work to tackle the climate crisis, we must be bold and creative in providing and expanding our transit system.
Based on identified opportunities and priorities, a review of best practices, MDOT MTA staff input, and feedback from stakeholders and the public, **31 strategies have been identified for MDOT MTA and local transit providers to pursue in the next 50 years.** These strategies are organized by the goal area they support most directly and will require coordination and collaboration across stakeholders, including MDOT MTA and locally operated transit systems.
Goal 1:
Be Equitable, Accessible, and Affordable

Transit providers have a responsibility to serve and support our riders, staff, and all Maryland residents. Equity, accessibility, and affordability is how we can overcome the barriers and burdens our residents face. We must be bold in addressing these problems and work proactively to find solutions. By centering community input and lived experience, we can better understand and address the needs of residents.

Access to transit represents access to opportunity, and while there has been significant progress in Maryland, there is still room for improvement. Making strategic, focused steps toward ensuring anyone in the state can ride transit safely, comfortably, and in a way that best meets their needs will position Maryland to be a leader in serving the public with a dignified transit experience.

What Success Looks Like…

A warehouse employee can travel to a late-night or weekend shift using affordable transit, without the worry of missing a bus or train and having to opt for an expensive rideshare trip. Getting to a Saturday morning basketball game by transit is not a problem for your sister, who uses a wheelchair, because fully accessible pathways, transit stops, and vehicles are easy to navigate.
Strategy 1.1

**Ensure transit resources meet the needs of underserved and overburdened communities.**

Defining existing and desired conditions for equitable transit and creating plans or guidelines is a first step to a more just distribution of transit resources in Maryland. Plans are useful for identifying staffing and funding needs and to produce actionable and measurable strategies. Maryland’s transit agencies can focus on the unique challenges in their local communities when putting plans into action. They also can work in partnership with each other to address common challenges across the state. These actions will be strengthened by performing data analysis, reporting results, and sharing successes with each other.

Strategy 1.2

**Continue to welcome all people onto transit, without tolerance for harassment or discriminatory behavior.**

Maryland’s transit agencies can continue to create more welcoming transit experiences and reduce harm in many ways. Anti-discrimination and anti-violence campaigns can be effective tools to raise awareness and eliminate all forms of gender- and race-based harassment, violent crimes, and other discriminatory behavior.

Increased representation of the abilities, genders, races, sexualities, and cultures of riders and transit-served communities within agency leadership, advisory committees, and even in the artwork and design of transit amenities can be meaningful and impactful as well.

Among public survey respondents who identified as female, nonbinary, or preferred to self-describe their gender identity, increasing safety and eliminating crimes on the transit system was a top priority—slightly more than respondents who identified as male.
Strategy 1.3

**Provide fully accessible transit** for people of all cognitive and physical abilities.

Maryland transit agencies can better **understand the specific needs of riders with disabilities** through direct outreach, inventories of accessible and inaccessible transit vehicles and stops, and coordinated resources for constructing improvements. More specific strategies include **increasing wayfinding to guide riders** along the most accessible path and **establishing accessible and connected pathways** with MDOT State Highway Administration (SHA) and agencies responsible for local roads between the local area and nearby transit stop or hub.

For older adults and people with disabilities in Maryland, transit can enable the ability to age in place and retain comfort, confidence, and independence while traveling. Seniors and persons with disabilities as a proportion of the total population are concentrated in rural parts of the state like Western Maryland and the Eastern Shore. The low population densities make it challenging to serve transit riders in these areas and ensure people continue to have access to key services and opportunities regardless of age or ability.

Strategy 1.4

**Reduce cost as a barrier to riding transit** by offering flexible and discounted options for paying fares.

Enabling and adopting open fare payments and “bring your own device” (BYOD) technology will make it possible for transit agencies to increase the affordability and flexibility of fares for riders. New technology also makes **fare capping and regional or statewide discount and incentive programs** more feasible for transit agencies to launch and manage collaboratively.

Accessibility of tech-enabled fare systems is critical and should **include options for cash payment and other means for “unbanked” and “unphoned” populations** that may not have access to a bank account, credit card, or smartphone.

Many public survey respondents expressed concerns, difficulties, or confusion about how they can use and transfer between multiple services to reach all the destinations and opportunities that the Maryland transit system accesses. Currently, riders must learn the rules and rates of each transit service, which do not always include a transfer discount.

This strategy, along with Strategy 3.4 and Strategy 5.4, works towards integrated, affordable, and accessible fare payments across Maryland’s transit systems.
Transportation costs can be a large portion of a family’s expenses. Lower-income residents are more likely to search for low-cost housing, which is typically underserved by transit and farther from jobs and opportunities. This may reduce housing costs but increase transportation costs due to the need to travel further and transfer between services to get to destinations. There are many options to adopt fare payment systems that minimize cost to riders and allow paying for trips through various methods, including smartphones, smart cards, or contactless credit cards, to create a unified fare payment system across jurisdictional boundaries and different systems.

Fare payment systems also can address equity through fare capping, which is “especially helpful for those who cannot pay for an unlimited pass in advance due to financial constraints.” Through fare capping, once a rider takes a certain number of trips in a day, the rest of their rides are free. Fare capping programs allow riders to get discounted, monthly pass-level fares, without needing the cash at the start of the month to buy an entire pass.

Fare capping can increase affordability for users and enable users who reach the fare cap to continue to use transit service for essential trips such as medical visits and grocery shopping, which reduces costs and avoids the financial burdens of making these trips by driving.

Strategy 1.5

Enhance opportunities for riders to share their transit experience and show how feedback is put into action.

To better understand transit riders’ unique experiences and the causes of customer dissatisfaction, transit agencies can survey or poll riders on a recurring basis to stay tuned into changing rider sentiment. Listening to riders describe their own observations and experiences with transit services can reveal new opportunities to make meaningful improvements. Regular and direct two-way communication with overburdened communities will result in wider-reaching and more representative feedback through surveys, focus groups, community meetings, or other methods.
Goal 2: Ensure a Safe and Healthy Transit Environment

The health and safety of our riders, operators, and Maryland residents is a top priority, and as demonstrated through the COVID-19 pandemic, prioritizing health can help save lives. We must ensure that health and safety are central tenets to all aspects of our services with particular consideration to communities that experience greater health disparities and adverse risks. It is our responsibility as transit providers to comply with established safety regulations to avoid known and avoidable risks and be diligent, prepared, and creative to address emerging or sudden health and safety emergencies.

Transit is a proven and essential service that continues to operate through normal times and times of uncertainty. Transit providers continue to keep services running at the maximum possible levels to get people where they need to go and in as safe and healthy of a manner as possible.

What Success Looks Like...

Your grandmother can walk safely and comfortably to the rail station and ride the train without concerns for her personal security or health.

As a parent, you can feel confident allowing your child to travel via transit because it remains a safe and secure form of moving around Maryland.
Strategy 2.1

**Provide a clean environment and transit experience** that keeps customers, employees, and the public in good health.

Maryland’s transit vehicles and facilities will continue to be cleaned and sanitized and transit agencies will use procedures that are consistent with up-to-date standards and best practices for improving public health on the transit system.

Transit agencies also can **integrate public and environmental health perspectives** in transit planning and operations decisions to alleviate health disparities and improve the health impact of transit on riders and nearby communities.

MDOT MTA, Harford Transit LINK, Montgomery County Ride On, and Prince George’s County’s TheBus joined nearly 100 transit agencies across the country in a national pledge to keep the traveling public safe as the nation recovers from the COVID-19 health emergency. The Healthy and Safety Commitments Program, organized by the American Public Transportation Association (APTA), is designed to help public transit agencies establish individualized policies and practices supported by guidance from public health officials.

Strategy 2.2

**Support safe, secure, and worry-free transit** by deploying customer service and law enforcement effectively.

Maryland transit agencies can create a comfortable and safe transit environment by increasing the in-person presence of trained customer service staff and transit ambassadors who can connect riders to information and resources during typical days and ensure efficient and immediate communication with supervisors, law enforcement, or first responders in emergency situations. Resources and layout of the local transit system determine whether staff can be stationed regularly within communities as a familiar presence or on a rotating basis to monitor activity. Agencies also can **assess the impact of decreases or increases of staff presence** to inform recommendations to scale successful strategies for long-term outcomes.
Strategy 2.3

**Provide safe access to transit** so all road users feel comfortable and protected at street crossings and intersections.

Most transit trips involve getting from home to a bus stop, or from a bus stop to another destination such as work, the doctor’s office, or school traveling by foot, bike, or wheelchair from a few hundred feet to over a mile. Transit agencies can work closely with local planning and public works departments to **identify, design, and build safer and more accessible paths to transit**.

Investments that **fill gaps in the existing pedestrian and bike network and result in safer street crossings** at intersections are a priority and require coordination with Maryland Department of Transportation State Highway Administration, county staff, and other local partners.

Strategy 2.4

**Promote a positive safety culture** among transit agency staff, contractors, and customers.

Investing in **regular safety trainings, collection of safety data, avoidance and removal of hazards**, and **state of good repair** are all ways that transit agencies can promote a strong culture of safety for riders, operators, staff, and the broader public. Maryland transit providers will continue to post and update staff on safe practices to avoid injuries or incidents and **celebrate achievements in improved safety with transit staff and with the public**.

Seventeen of Maryland’s 23 transit agencies have developed a Public Transportation Agency Safety Plan (PTASP), which documents their goals and strategies for improving safety on public transit.
Strategy 2.5

Ensure emergency response plans are in place to reduce impacts on riders and time needed to restore service after disruptions.

Maryland’s transit agencies can inventory current emergency response practices, study and implement new and improved practices, and develop Continuity of Operations Plans (COOP) to reduce the amount of time and resources needed to restore service to normal after emergency events.

Coordinating with local and regional planning staff will help transit agencies monitor and react to changing travel patterns and mode choices during emergencies. This data can inform transit agencies about opportunities to support local and statewide evacuation plans and other area-wide emergencies.

Transit is a safe way to travel. Compared to those who drive a car, transit riders are less likely to be involved in a serious or fatal crash; however, perceptions of safety are highly varied among different populations, and many people have valid safety concerns while using transit. For example, elderly and female riders often express traveling to and waiting at bus stops as a concern. Greater investment in transit stop and station amenities, such as shelters and lighting, will help improve safety and personal security for existing and future transit riders.23
Goal 3:
Provide Mobility Between Regions

As Maryland continues to develop, we must ensure our transit systems enhance and expand the mobility of our residents and facilitate important connections between regions, unlocking access for all to Maryland’s farmland, parks, cities, and shores. Whether to connect people to work, school, essential services, recreation, or other places, our existing and future transit system and future growth must be coordinated with a shared goal to meet the diverse and evolving mobility needs of Maryland’s residents and visitors.

What Success Looks Like...

A recent graduate can get their dream job, save on parking, and travel to work, social activities, and more across the state using transit.

Your friend from abroad can visit Maryland and access its cities, towns, shorelines, and parks via transit with ease.
Strategy 3.1

**Improve and expand regional connections** to major urban areas and significant job centers.

Maryland’s transit agencies can **study the financial and technical feasibility of new or enhanced transit connections to regional job centers**. The following chapter, Connecting the Regions, summarizes all key intercity and regional transit connections in Maryland that will help the state meet future travel needs for workers and job seekers. Potential connections include new or increased service between the growing job centers in Baltimore and Washington Metro Regions and rural and suburban regions of Maryland as well as out-of-state connections such as service into Delaware and West Virginia.

Transit agencies also can **monitor changes in ridership** at commuter bus, intercity bus, rail stations, and park-and-ride lots and **plan for investments** that are supported by anticipated or observed ridership increases. If the suburbanization of jobs and economic growth continues, expansion of transit will be required to ensure equitable access to jobs. **Coordination of transit and land use planning** will continue to be a proactive solution to the increasing cost of maintaining current and future transportation infrastructure.

### Regional Transit Plan for Central Maryland

The Regional Transit Plan (RTP) is a 25-year plan for improving public transportation in Central Maryland (Anne Arundel County, Baltimore City, Baltimore County, Harford County, and Howard County). The RTP addresses traditional transit, identifies opportunities for improved transit connections to the north and between east and west neighborhoods, and explores new mobility options and technology. Implementation is underway on a number of the strategies in the RTP, including the first two corridor studies. The RTP can be found online at: [https://rtp.mta.maryland.gov/](https://rtp.mta.maryland.gov/)

### Purple Line

The Purple Line, a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George’s County, will significantly improve and expand regional connections to major urban areas and significant job centers in the Washington Metro Region. The Purple Line will provide direct connections to the WMATA Metrorail Red, Green and Orange Lines at Bethesda, Silver Spring, College Park, and New Carrollton and will also connect to MARC rail, Amtrak, and local bus services. Construction on the Purple Line is underway.
Strategy 3.2

**Provide intercity connections** between rural communities and city centers offering medical, civic, and educational opportunities.

Intercity transit provides longer-distance travel with fewer stops so Marylanders can travel to business or leisure destinations 100 to 500 miles away in less than day or a few hours. **Intercity bus expansion is especially key to making intercity travel more affordable and more accessible to Marylanders.** Bus fares are typically cheaper relative to the costs of fuel and tolls for driving and fares for rail and air travel. There are many opportunities to improve or expand regional and intercity transit connections, as shown in the Connecting the Regions chapter of this plan.

MDOT MTA will continue to **coordinate commuter rail investments with intercity passenger and freight rail investments** with Amtrak, CSX, Norfolk Southern, and other railroad owners and operators along any proposed connections. The existing intercity bus network, both private and public, provides a similar opportunity to partner on improved connections.

It will be important to **study the feasibility and ridership potential of local, commuter, or intercity bus and rail service** across regions and into other states, including new modes such as Maglev. Local transit providers can **connect local bus to intercity bus and rail hubs** to provide more transfer opportunities and local connections to long-distance travel. Studies can **identify barriers that keep Maryland’s transit providers from connecting to out-of-state destinations** (e.g., insurance requirements) and provide strategies to overcome these barriers.

MDOT MTA is collaborating with Amtrak’s effort to replace the 148-year-old Frederick Douglass Tunnel (formerly known as the Baltimore and Potomac Tunnel) in Baltimore. Improvements to the Frederick Douglass Tunnel will result in improved and more reliable rail service, address a longstanding bottleneck along the MARC Penn Line and Amtrak Northeast Corridor, and allow for more and faster trains between Maryland and major cities such as Washington, DC, Philadelphia, and New York.
Strategy 3.3

Create and improve transfer hubs so riders can transfer with ease between multiple routes and service providers.

MDOT MTA and many local transit agencies are developing and updating guides and recommendations for improving the user experience at bus stops and transit hubs, especially where multiple services connect.

Recommendations often include real-time information, wayfinding, and other information-sharing amenities; layout of transit and other transportation and mobility options; parking needs; and first- and last-mile access improvements. This also can include identifying routes operated by different agencies that should serve a shared stop or better aligning schedules so transfers are easier.

The Takoma Langley Crossroads Transit Center opened in 2016 and provides bus service to over 12,000 customers daily, making it the largest non-Metrorail station transfer point in the Washington region. The center features a large well-lit canopy, ADA-accessible bus loading areas, and real-time bus arrival screens. The center also provides an off-street location for safe bus boarding and transfers, and decreased vehicular- pedestrian incidents.

Current transit riders have indicated that waiting at transit stops or stations, transferring between routes or services, and customer service are areas where improvement is needed. For transit riders who identify as having a disability, these parts of the transit journey are perceived as needing an even higher level of improvement.
Strategy 3.4

Improve how riders travel using multiple transit services without needing multiple fare cards, trip planners, and certifications.

MDOT MTA can collaborate with local transit providers, advocates, and communities to create a more seamless rider experience across Maryland by constructing or improving shared stops and transit hubs, integrating fare payment options and policy, ensuring trip planners have updated schedule and real-time information for all providers, and establishing consistent language and design of transit information across providers.

The creation of seamless rider experiences is not limited to fixed-route transit. MDOT MTA will work with local demand-response and paratransit providers to integrate with fixed-route service and with each other. An inventory of current certification, trip planning, payment, and other customer-facing and operational processes for paratransit providers could reveal opportunities to create seamless rider experiences for everyone. Multimodal integration with all forms of transportation will be a more advanced and long-term effort.

This strategy, along with Strategy 1.4 and Strategy 5.4, works towards integrated, affordable, and accessible fare payments across Maryland’s transit systems.

Jurisdictional boundaries are a major barrier to interregional transit trips in Maryland. Trips across county lines are often unavailable or require transferring between systems. While the majority of travel in the state starts and ends within the same county, during the next 20 years, interregional travel is slated to grow.
Goal 4:
Connect People to Jobs and Opportunities

Transit connects Maryland residents to jobs, resources, and other opportunities. Our goal is to provide transit service that empowers people to get to work and access resources and opportunities. How we provide service, partner with developers, and offer a vision for the future of Maryland must maximize connectivity, improve access to jobs and resources, and advance equity.

Marylanders should be afforded the opportunity to live and travel where they’d like, when they’d like. For people who want or need the option to reduce or eliminate their reliance on a personally owned vehicle, a reliable and connected transit system is critical for achieving this version of mobility and freedom. This ambitious goal will require a movement from a transit network focused on commuter journeys to a more comprehensive transit network that enables many possible trip purposes from the essential work and service trips to social and recreational activities that make up life.

What Success Looks Like...

A critical care nurse can choose to live in a city center or in a suburban community, with the ability to travel to their essential job using reliable, effective transit in either setting.

A single parent can live in an affordable, family-friendly community of their choice and access jobs and opportunities throughout Maryland by using connected, convenient transit.
Strategy 4.1

Increase access to jobs in essential sectors, including late-night and shift-based jobs.

Transit providers can adjust transit to better serve essential commute schedules, which often include late-night, weekend, and shift-based jobs. Continuing and improving programs like commuter tax benefits and employer-supported shuttles and transportation subsidies will further ensure people can get to work. It also is recommended that transit subsidies match or exceed parking subsidies to reduce congestion and environmental impacts and transit agencies work with local chambers of commerce and economic development offices to encourage employers to locate in existing transit-served areas. These actions can reduce the cost of providing public transportation and reduce total travel time for essential workers.

Strategy 4.2

Ensure transit serves essential destinations including major medical facilities, civic buildings, educational institutions, and grocery stores.

Maryland’s transit agencies can identify where and when transportation is needed to regionally significant destinations such as medical facilities, civic buildings, educational institutions, and grocery stores. Investment in demand-response and fixed-route service will help people make medical appointments, court dates, and classes on time or participate in civic activities like public hearings and elections. Transit can be one less barrier to participating in and benefiting from opportunities available in Maryland. Prioritizing investments that would benefit transit service to essential destinations will ensure that transit riders in Maryland’s historically and systemically disenfranchised rural and urban communities can access resources and services.

Credit: Montgomery County Transit
With fixed resources and constrained budgets, transit agencies must make difficult choices in designing systems and providing service. Systems that focus on frequency often feature routes that travel along main streets with more residents and destinations, serving the most people with fewer vehicles and more efficient routing. As a result, areas further from main streets may be served by less-frequent service or no service at all—a particular challenge in communities with more older adults, persons with disabilities, or zero-car households, many of which depend on transit as a lifeline.

Systems that focus on coverage can ensure that an entire community has some access to transit no matter where they live. These systems offer more equitable geographic distribution of transit for those who cannot drive; however, with more ground to cover within the same fixed resources/budgets, each route may have less-frequent service during fewer hours of the day. Ridership may be lower, but transit will be available to those who need it most.

Frequency and coverage are important goals, but often conflict. Transit agencies must find a balance that best serves the unique needs of their communities and riders—these are challenging trade-offs to navigate, and they must be explored with meaningful input from riders and stakeholders.

**Strategy 4.3**

**Support car-free and car-light living with transit service to parks and recreation, entertainment and dining, and other social spaces.**

A robust transit network can allow more Marylanders to live without a car or with less car travel required, if they so choose. Fewer cars on streets and in our communities means less traffic, cleaner air, and more space for people and amenities such as housing, parks, community centers, and shops.

Transit is more than a commute option. To improve connections and access to destinations other than home and work, known as “third places,” Maryland’s transit providers can study and pilot connections to areas with social activities, entertainment and tourism, shopping and dining, sports and recreation, or state and local parks. To advance this strategy, transit agencies also can expand nighttime and weekend service for social activities and partner with tourism and other agencies managing recreational opportunities and to promote tourism and economic development.

Infrastructure and service that supports seasonal or recreational activity might include transit hubs at popular destinations such as ski resorts, forests, beaches, and other recreational areas; pilot projects that explore commuter bus connections to state parks; or shuttles with local or regional fare rates.
Strategy 4.4

Leverage transit-oriented development (TOD) to generate economic growth as well as sustainable and accessible communities.

Transit agencies can coordinate with their local planning and economic development agencies to increase development near existing transit stations. Data collection and analysis will be needed to create context-sensitive transit readiness guidelines and land use policy. The identified policies can inform local development review to ensure quality TOD design concepts are integrated from the start.

MDOT MTA will continue working with the Maryland Department of Planning to update statewide TOD guidance and increase examples from suburban and rural areas that address how to maximize multi-modal access safe for motorized and non-motorized users.

To fully realize the potential of TOD investment, Maryland transit agencies can explore policy tools, opportunities for joint development, and other creative partnerships that ensure equitable TOD projects. Equitable TOD projects are those that include affordable homes and homes accessible to persons with disabilities so there is a place near transit for those who need transit most. Transit agencies, in partnership with local jurisdictional staff, can set targets or goals for affordable housing at or near transit hubs and identify ways to prevent potential negative effects of new development such as displacement of existing communities.

TOD can be used to encourage transit use and generate economic growth. Research shows that nearly 50 percent of people who drive to their destination will switch to transit when they live within a ½-mile walk of a station. Transit becomes much more accessible and well-used if there are more residents in close proximity to stations and the transit system takes them to key destinations.
Strategy 4.5

**Partner with social and human services providers to provide transit resources tailored to client needs.**

Transit agencies can partner with social workers and human services providers to increase the availability of and access to transit information. Guides and brochures on how to obtain transit passes, how to apply for discounted fares, or plan trips across multiple counties and the promotion of and participation in travel training programs can be effective tools.

Additionally, transit agencies can work with other state and local agencies to streamline when, where, and how clients can access resources needed without requiring multiple trips and paper forms for each agency. Multiple, separate processes are required for people who are already facing significant challenges, whether in the re-entry process, newly arrived immigrants, returning veterans, or anyone seeking stable and affordable housing. Coordination between social and human services agencies and transit agencies to understand and improve how people navigate services will benefit countless people.

Travel training refers to the practice of teaching people to travel independently on different modes of transportation. Travel training programs are intended to encourage behavior changes by giving people a level of comfort with and understanding of travel options that are new to them. These programs can be offered in a group setting or one-on-one and can be specialized for school-aged children, seniors, or people who have cognitive or physical disabilities.
Goal 5: Deliver Reliable and Convenient Service

It is essential that transit service be reliable and convenient to ensure that our riders can confidently use our service and reach their destination in a safe and timely manner. There are many ways to ensure reliability and convenience, including when, where, and how often transit service is scheduled and how often transit providers deliver on published schedules. The benefits of reliable and convenient service are increased when transit riders have access to clear and accurate information on how to use transit service, including how to transfer between services. We can integrate innovative tools and strategies to share information and updates to transit customers in Maryland. We know that our ability to deliver reliable and convenient service directly impacts people’s daily lives and influences their decision to use (or not to use) transit. Reliability gives people confidence to use our service and allows people to get to and from their jobs, schools, and doctor appointments on time.

What Success Looks Like...

You can rely on transit to get you to and from work every day, and also catch the bus to make it to your child’s parent-teacher conference after you clock out.

A graduate student taking night classes can decide to take transit with confidence, knowing exactly when their bus will arrive and that it will arrive to campus on time for the big exam.
Strategy 5.1

Give people confidence to choose transit by increasing the speed, reliability, and efficiency of transit.

People will not choose transit that shows up late or takes three times longer than other transportation options to reach the same destination. Economic growth can be paired with transit expansion and improvements like transit signal priority, queue jumps, dedicated bus lanes, high-occupancy vehicle (HOV) lanes, and other operational or street design improvements where there is frequent bus service on congested corridors and mixed traffic. Transit agencies have an increasing number of tools and data sources to evaluate where and when to apply transit priority treatments.

Transit agencies also can conduct user experience surveys focused on system ease of use and respondents’ willingness to ride transit. From the survey responses, agencies can identify opportunities to further optimize the user experience and encourage transit ridership.

MDOT MTA has created a Transit Priority Toolkit to assist neighborhoods, elected officials, and transit planners and engineers to consider how potential transit prioritizing treatments can fit on roadways. This toolkit identifies improvements that can be tactically implemented to address bus delays and reliability, and also safety improvements for those who walk or ride bicycles to connect to transit. Recent bus priority infrastructure investments have been widely successful and are demonstrating benefits. In partnership with Baltimore City, more than 5.5 miles of dedicated lanes were installed for BaltimoreLink, improving travel times up to 32 percent. Transit signal priority has also been expanded along Liberty Road and Belair Road — systems that have been shown to improve travel times up to 22 percent. The MDOT MTA Transit Priority Toolkit can be found online at: https://www.mta.maryland.gov/transit-priority-initiative
Strategy 5.2

**Share accurate, clear, and timely transit information to ensure transparency for riders.**

Riders have indicated in public surveys and community meetings that real-time information is a top priority. Transit agencies are expanding bus stop amenities like real-time information signage and installing real-time tracking technology to enable easier and more reliable trip planning and vehicle tracking for riders.

Additionally, many transit riders—existing and potential—find transit schedules and information difficult to understand or find. Transit agencies can simplify the process of understanding how to use transit by improving signage, wayfinding, and information posted at stops and stations, on transit vehicles, online, through in-app notifications and call centers, and anywhere riders look for transit information.

Strategy 5.3

**Provide reliable, on-time transit and establish a statewide standard for measuring on-time performance (OTP).**

Reporting OTP by month and mode is a strategy to establish more uniform performance reporting and allow for statewide performance reports. Currently, different transit agencies have different definitions of what constitutes “on time” and report OTP by varying levels of detail, if at all.

This strategy goes hand in hand with increasing the availability of real-time vehicle location tracking. Real-time technology not only helps riders understand where vehicles are but also helps transit agencies manage day-to-day service and plan short- and long-term service improvements with the data acquired. Maryland's transit agencies will continue building out the capacity and infrastructure to accomplish this strategy with increased coordination.
Strategy 5.4

**Make it easy to understand and use fare media across multiple transit providers.**

In alignment with accessibility, affordability, and equity strategies, transit agencies will continue to **identify fare policy and technology changes** that make trip planning and fare payment easier to understand and use across multiple transit providers and with other modes of transportation. **Electronic, contactless, and open fare payment technologies** make coordinated and integrated fares increasingly easier to implement for general public transit and paratransit services, including integration with other modes of transportation and services.

Policies such as fare capping, special discounts, and transfer rates will need to be agreed on and coordinated with a goal of improving convenience and affordability for riders. To advance this strategy in a way that is operationally and financially feasible for all transit providers, MDOT MTA can **leverage collaborative contracting** for fare integration statewide and **meet with local, regional, and statewide transit staff** to implement integrated, open, and account-based fares. This strategy, along with Strategy 1.4 and Strategy 3.4, **works towards integrated, affordable, and accessible fare payments across Maryland’s transit systems.**

MDOT MTA is developing and implementing expanded fare payment options that support a diversity of riders and continue to support low-income and cash-paying customers. This next generation fare payment system will provide more choices for contactless payment, including bankcards, Apple Pay, Google Pay, and Virtual CharmCards on mobile phones. Easier methods will also be available for purchasing and reloading CharmPass and CharmCard with cash, including more retail locations, and new options will be available for using limited-use CharmCards. This new system will also allow for more flexible and affordable fare policies, including:

- Calendar passes, where fares are capped at a maximum threshold over a period of time
- Free transfers between MDOT MTA services and Locally Operated Transit Systems (LOTS)
- Integration with LOTS payment options and capacity for a statewide fare payment system

Multiple LOTS, including RTA, Harford Transit Link, and Frederick TransIT, are also utilizing a shared third-party platform for mobile fare payments called the Token Transit application (app). This app allows riders to pay fares across multiple agencies on a single app. Maryland transit riders will be able to access these simple, convenient, and more affordable payment methods beginning in 2023, with the full system operational in 2025.
Goal 6:
Be Sustainable, Nimble, and Innovative

It is important to plan for a sustainable future, which means developing and expanding the transit network in a way that results in the outcomes riders want and need today while putting transit agencies in a strong financial position to maintain and expand transit into the future. Low cost and high return innovations such as technology advancements, sustainable materials, creative service delivery models, and other strategic investments will be critical to meet this goal.

Now and into the future, it will remain important to be an environmentally friendly transit system for the communities we serve. Piloting and establishing programs that reduce the amount of carbon emissions and other pollution generated by transit vehicles, facilities, and users will support local and statewide goals to reduce the larger transportation network’s environmental impact. Transit agencies will continue to face emerging technologies while balancing the need to provide as good as or better mobility without increasing barriers or inequities in the transit system. Collaborative and open communication between agencies and with the public will help balance these needs while remaining open to innovation and progress.

What Success Looks Like…

Maryland residents near transit maintenance facilities or bus depots can live in cleaner, greener communities without the burdens of diesel pollution and noise.

Your brother can choose to walk, bike, or scoot to the closest bus stop and get to the local library to work on their book report.
Strategy 6.1

Reduce emissions by transitioning to zero-emission transit vehicles as technology becomes available, proven, and cost-effective.

Maryland transit agencies will continue to collaborate on the procurement of transit vehicles each year as agencies plan and implement transition to a low- or zero-emission fleet. Transit agencies will also need to retrofit older transit facilities and corridors to charge and maintain new types of electric or zero-emission vehicles and associated systems.

There also are opportunities for transit providers to better protect and enhance the natural, historic, and cultural assets where facilities and equipment are located. Agencies can leverage sustainable design practices, resource protection, and renewable energy sources that minimize noise, emissions, runoff, and other negative impacts of transit operations. Transit agencies also will consider the specific needs of vulnerable and at-risk populations in the planning, construction, operations, and maintenance of transit assets.

MDOT MTA is committed to upgrading 50 percent of its bus fleet to zero-emission technology by 2030 in order to meet Maryland’s goal of reducing greenhouse gas emissions, as outlined in the 2030 Greenhouse Gas Reduction Act Plan.

The first step is completing the zero-emissions bus pilot with seven battery electric buses brought into service in 2022. Achieving the goal of 50 percent zero-emissions buses will require large investments beyond the fleet as well, including bus depot upgrades and training for operators and mechanics.

In addition, Howard and Frederick Counties have implemented the use of electric buses in their fleets. These cleaner buses reduce air and noise pollution along routes and near maintenance facilities, which helps to alleviate the negative impacts on surrounding communities.
Strategy 6.2

Expand regional and statewide mobility by integrating shared and on-demand options with a strong core transit network.

Transit agencies can identify rural, suburban, and urban partnerships with providers to expand integration of services like bike and scooter sharing, car sharing, microtransit, and more.

Many residents’ desire to ride transit more and can choose from multiple transit options and complete trips without a personal vehicle.

Transit agencies can prioritize these new partnerships by assessing whether or not they support local, regional, or state goals.

Montgomery County Ride On has launched “Flex,” an on-demand transit service that has no fixed stops or schedules, with service zones in Rockville and Glenmont/Wheaton.

Strategy 6.3

Pursue pilot projects and quick-build solutions to test and prove new solutions.

Transit agencies can work to better understand passenger benefits and capital and operating costs ahead of long-term commitments. A pilot project is a small-scale, preliminary project or study that is conducted to evaluate feasibility, cost, and effects of proposed improvements and tend to take place over a few months or up to a year. Testing improvements prior to the implementation of a full-scale or more expensive, resource-intensive project can result in transit service that is more responsive to customer needs and responsible with public funding.

Pilot projects have taken many forms at transit agencies across the state, providing opportunities for agencies to learn from each other. MDOT MTA has tested painted bus lanes on a few corridors before implementing more permanent bus lanes paved with red asphalt instead of paint. MDOT MTA has published a Shared Mobility Work Plan for its service area, participates in Maryland’s Connected and Automated Vehicles (CAV) Work Group, and has piloted automated parking technology at the Odenton MARC station. Cecil Transit was awarded a grant to test on-demand mobility between recovery houses and fixed-route transit stops or curbside pick-up locations.
Strategy 6.4

Seek opportunities to offer passenger amenities at transit stops and stations through cost neutral or revenue earning partnerships.

Transit agencies can provide improved passenger amenities such as increased shelters, real-time signage, Wi-Fi connectivity, Bluetooth beacons/technology, and other enhancements, particularly for accessibility and navigation of transit stop, station, and hub areas. There are opportunities for Maryland transit agencies to leverage agency- or publicly owned real estate to lease space for food vendors, package lockers, carsharing or on-demand transit options, or information kiosks and displays. These are just a few examples that transit agencies in Maryland and beyond are implementing.

Statewide Transit Innovation Grants

Several communities in Maryland have been awarded Statewide Transit Innovation Grants (STIG) for projects designed to improve transit stops, stations, and overall service.

• In Charles County, STIG funding is being used to install security camera systems at two park-and-ride facilities that serve as transfer hubs for MDOT MTA commuter buses and VanGO, the county’s locally operated transit system.

• In Garrett County, STIG funding is being used to procure automatic scheduling software and passenger notification software.

• In Allegany County, STIG funding is being used to construct a central mobility hub at Frostburg State University and conduct an impact study related to the creation of a mobility hub in Cumberland. These mobility hubs provide centralized locations for buses, provide additional information to riders, and enhance amenities for operators, including restrooms.

The STIG program, administered by MDOT MTA, allows local transit agencies and county officials to apply for state funding to plan, design, or construct innovative transit projects.
Goal 7: Invest Wisely and Sustainably

Across the transportation industry, fiscal responsibility and sustainability are key tenets to maximizing our existing and future resources and minimizing current and future costs of being climate resilient and environmentally friendly transit providers. We must be intentional and strategic in both what and how we invest. As we work to tackle the climate crisis, we must be bold and creative in providing and expanding our transit system, so we are prepared for and capable of providing service in increasingly challenging and changing environments.

What Success Looks Like...

Transit agencies can continue to provide safe, reliable, well-funded, and well-maintained transit service to their communities.

Marylanders in the transit industry can find reliable and rewarding work at any one of the stable, innovative, and forward-thinking Maryland transit agencies that are leading the nation’s industry.
Strategy 7.1

Prioritize investing in state of good repair (SGR) needs to maintain service quality and safety needed for world-class customer service.

Following Maryland’s transit asset management (TAM) plans, transit agencies will prioritize implementation of SGR projects identified in the SGR transit backlog. Transit needs ongoing investment and reinvestment to maintain the quality, comfort, and reliability of existing and future services.

Maryland’s transit agencies can share successes and guidance on lifecycle costing or whole life costing for capital investments, participate in training to improve accurate cost estimation, and seek other technical support for grant application and management. Replicating efforts such as MDOT MTA’s Sustainability Program to all transit providers serving Maryland also could be beneficial. Transit agencies will continue advancing asset management programs, evaluating lifecycle costs, and incorporating sustainability perspectives to guide wise investment.

Considering lifecycle costs is imperative to smart investment planning. MDOT MTA and the LOTS have incorporated lifecycle planning into asset management programs to determine the level of investment needed to maintain transit services. MDOT MTA’s current SGR backlog is approximately $2 billion and the combined LOTS backlog is about $368 million. Together the SGR backlog represents 17 percent of the value of all transit assets in Maryland. These backlogs require investment to replace and rehabilitate aging assets, along with the ongoing investments needed to keep other assets from falling into the backlog. Maryland transit agencies focus on prioritizing transit needs based on the condition of assets and their contribution to safety, service quality, and efficiency.

Ocean City Public Works and Transit Campus

In 2021, the Town of Ocean City celebrated the opening of its new and improved Public Works and Transit Campus facility. The town’s original facility on 65th Street was built in 1982 with a fleet of 13 buses and a staff of 20 employees and had since been outgrown. The upgraded facility now houses all necessary bus operations facilities, including a bus barn with space for Ocean City’s 70-bus fleet, a fuel depot, and a driver and administrative building for the City’s 146 transit employees. The $29 million project was funded through a combination of federal, state, and local funds.
**Strategy 7.2**

**Pursue discretionary grants and funding partnerships to keep up with maintenance needs and support expansion.**

Maryland’s transit agencies can **identify and evaluate old and new funding opportunities for transit investments**. Collecting data and tracking the results of investment can be used to **report successful project delivery** and demonstrate to the public and other funding partners that investment in transit leads to significant, tangible results. MDOT MTA also can identify new grants or modifications to existing state grant programs, such as the Statewide Transit Innovation Grant, to **target local and regional transit investments that advance the priorities of the Statewide Transit Plan**. Maryland transit agencies also can **coordinate technical training** for grant applications and management and identify opportunities to accelerate implementation timelines once funded.

Promoting fiscal responsibility and developing innovative funding mechanisms and partnerships are a key goal of the 2040 Maryland Transportation Plan, adopted in 2019. The consideration of alternative revenue sources can help to fill funding shortfalls that may be present and inhibit the enhancement or expansion of transit services.

**North Avenue Rising**

North Avenue Rising is a joint project of MDOT MTA and Baltimore City Department of Transportation, with additional funding from the federal Transportation Investment Generating Economic Recovery (TIGER) program and the Federal Highway Administration. The project will lead to a series of targeted transportation investments along North Avenue that support the economic revitalization of the corridor, including dedicated bus lanes, transit signal priority, enhanced bus stops, and renovations to the Penn/North Metro SubwayLink station.
Strategy 7.3

Grow and retain a qualified transit workforce to ensure a consistent quality of transit service across the state.

Maryland transit agencies can work together to develop statewide guidance on employee hiring, retention, training, and succession planning. Transit agencies can deploy satisfaction surveys and enhanced training to better prepare frontline staff. To improve retention of essential staff, Maryland transit agencies can create or expand programs that focus on benefits, incentives, and recognition. Frontline transit staff should be included in the development of these programs.

Strategy 7.4

Identify and protect vulnerable assets to ensure continuity of service through flooding and other climate events.

MDOT MTA can share guidance on resiliency planning with local transit providers so agencies can gather and track necessary data, define resiliency needs, conduct vulnerability assessments, and identify challenges and opportunities to have a more resilient transit system across the state. Agencies can create local resiliency plans to communicate critical considerations with the public and support applications for funding:

- Assets requiring protection from climate events such as flooding
- Environmental justice populations requiring service through major events
- Priority and best value investments that maintain state of good repair and quality of service
CHAPTER 5

5. Connecting the Regions

This section summarizes the key intercity and regional transit connections in Maryland that will help the state meet future travel needs. Summarized at a statewide level, investments along these connections stand to enhance intercity and regional transit across Maryland and support the overall strategic statewide direction, vision, and goals of the Statewide Transit Plan.
Intercity and regional connections present targeted opportunities to fill existing gaps in service and meet future needs through the continued study, planning, and design of projects—many of which are currently ongoing. This element of the Plan is focused on intercity and regional connections, as Transit Development Plans (TDPs) developed by individual jurisdictions work to identify local areas in need of transit improvements. Key connections are presented within the following two categories:

- **Regionally Significant Transit Connections**: Corridors in which local-, regional, and commute-oriented transit service could be supported, with moderate or high frequency of service (every 30 minutes or better), more stops and stations, and more connections to destinations of local or regional significance.

- **Intercity Transit Connections**: Corridors in which longer-distance transit service could be supported, with lower frequency – but still regular – service, faster travel times, and longer distances between stops and stations.

While not an exhaustive list of all ongoing transportation and transit studies, plans, and projects or gaps in service across the state, these connections address key transit needs and opportunities, and will create a connected, convenient, equitable, and sustainable transit system in Maryland over the next 50 years. These connections will be reevaluated with future studies and planning efforts and will be responsive to the needs and support of local jurisdictions.

The detailed analysis done as a part of the Statewide Transit Plan effort helped inform the identification of transit opportunities across Maryland. Knowledge of where the strongest transit opportunities are, supported by existing information and future projections, underscore the importance of these statewide and regional connections.
Figure 6: Transit Connections - Existing

Legend
- Existing Intercity Rail and State-Supported Intercity Bus
- Existing Subway and Light Rail
- Existing Commuter Bus

Schematic map, lines not to scale.
When to Expect These Connections

While many of these intercity and regionally significant connections will take time to be realized, those that are expected to come online sooner are those for which planning and design studies or projects are currently underway. Several of these nearer-term efforts are informed by local Transit Development Plans that lay out goals with a five-year outlook, as well as Metropolitan Planning Organization (MPO) long-range transportation plans and the Regional Transit Plan for Central Maryland that have goals with a 20- to 25-year outlook.
## Transit Connections - 50 Year Vision

<table>
<thead>
<tr>
<th>Map #</th>
<th>Connection Name and Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>MARC Brunswick Line Improvements</strong> — Enhancements on this corridor will allow more frequent MARC rail service along the Brunswick and Frederick lines.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Frederick-DC Connection</strong> — New transit service along the I-270 corridor will address congestion and regional travel demand.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Montgomery County to Northern Virginia/Tysons Corner via American Legion Bridge</strong> — New link will provide a direct connection between Maryland and major job centers in Northern Virginia.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Montgomery County Countywide Transit Network</strong> — Under-development network of FLASH bus rapid transit corridors connecting major activity centers across Montgomery County.</td>
</tr>
<tr>
<td>5</td>
<td><strong>MARC/VRE Run-Through Service</strong> — Run-through rail service will improve connectivity between Maryland and Northern Virginia.</td>
</tr>
<tr>
<td>6</td>
<td><strong>Southern Maryland Rapid Transit Corridor</strong> — Connect Charles County to Prince George’s County and the WMATA Metrorail network.</td>
</tr>
<tr>
<td>7</td>
<td><strong>Northeast Corridor Improvements North of Baltimore</strong> — Improvements to critical but aging rail corridor, including extending MARC rail service to Delaware. Will address limited transit connections between Baltimore and destinations to the north.</td>
</tr>
<tr>
<td>8</td>
<td><strong>New/Improved Service Between Baltimore and DC</strong> — A significant volume of people travel between Baltimore, DC, and Central Maryland each day. Improvements to the Northeast Corridor / MARC Penn Line, Camden Line, and new transit modes will improve connections along this underserved corridor.</td>
</tr>
<tr>
<td>9</td>
<td><strong>MARC Extension to Delaware</strong> — Extension of MARC rail service to serve travel demand between Northeast Maryland and Northern Delaware/New Castle County and connect with SEPTA Regional Rail.</td>
</tr>
<tr>
<td>10</td>
<td><strong>Corridor Cities Transitway</strong> — Connect rapidly growing upcounty communities in Montgomery County to Metrorail.</td>
</tr>
<tr>
<td>11</td>
<td><strong>Central Maryland Regional Transit Plan (RTP) Corridors</strong> — These corridors were identified by the RTP and will form the backbone of the regional transit network.</td>
</tr>
<tr>
<td>12</td>
<td><strong>RTP North-South Early Opportunity Corridor</strong> — New north-south corridor to connect major Baltimore region destinations like Towson and Downtown Baltimore.</td>
</tr>
<tr>
<td>13</td>
<td><strong>RTP East-West Early Opportunity Corridor</strong> — New east-west corridor to connect major Baltimore region destinations like West Baltimore, Downtown, East Baltimore, and the western suburbs.</td>
</tr>
<tr>
<td>14</td>
<td><strong>Purple Line</strong> — New corridor will provide a direct link between two of the state’s most populous jurisdictions.</td>
</tr>
<tr>
<td>15</td>
<td><strong>FLASH Bus Rapid Transit Corridor (US 29)</strong> — Improved transit between Silver Spring and Howard County.</td>
</tr>
<tr>
<td>Map #</td>
<td>Connection Name and Description</td>
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</tr>
<tr>
<td>16</td>
<td><strong>Local Transit Between New Castle County, DE and Cecil County, MD</strong> — This new regional connection will serve the significant travel demand between Northeast Maryland and Northern Delaware.</td>
</tr>
<tr>
<td>17</td>
<td><strong>Intercity Connection Between Eastern Shore and Baltimore/DC</strong> — Today there are limited travel options between the Eastern Shore and the rest of the state. Improved connections will help Eastern Shore residents and visitors travel to/from the state’s major metro areas.</td>
</tr>
<tr>
<td>18</td>
<td><strong>Local transit connections from Salisbury to Southern Delaware</strong> — Southern Delaware accounts for a large portion of travel to/from Salisbury. A new local transit connection would provide a direct link between the two states.</td>
</tr>
<tr>
<td>19</td>
<td><strong>Frederick-Baltimore Connection</strong> — Provide a missing commuter link between Baltimore and Frederick.</td>
</tr>
<tr>
<td>20</td>
<td><strong>Intercity Transit Between Hagerstown and Nearby Communities in West Virginia and Pennsylvania (e.g. Chambersburg, PA and Martinsburg, WV)</strong> — This connection would serve the high volume of travel between Hagerstown and adjacent communities in West Virginia and Pennsylvania.</td>
</tr>
<tr>
<td>21</td>
<td><strong>Expanded intercity/commuter connections between York, PA region and Baltimore</strong> — A large volume of commuters travel between Baltimore and York but there is only very limited transit service between the two metro areas.</td>
</tr>
<tr>
<td>22</td>
<td><strong>Additional Intercity Connections Between Western Maryland and Baltimore and/or DC</strong> — Improve accessibility to Western Maryland, helping to create links to essential services and generate economic development and tourism.</td>
</tr>
<tr>
<td>23</td>
<td><strong>Purple Line Extension</strong> — Would extend the Purple Line to densely populated suburbs in Inner Prince George’s County.</td>
</tr>
<tr>
<td>24</td>
<td><strong>Commuter Connections Between Waldorf and Anacostia</strong> — Provide a new bus link to Anacostia/Southeast DC, allowing Charles County commuters access to Metrorail and local buses.</td>
</tr>
<tr>
<td>25</td>
<td><strong>Intercity connection between Southern Delaware, Eastern Shore, and Virginia</strong> — Addresses limited intercity service along the Philadelphia to Norfolk corridor. Would provide Eastern Shore residents better access to major metropolitan centers.</td>
</tr>
</tbody>
</table>
Illustrative Regional Projects

Western Maryland

**Western Maryland MARC Study**

Many people travel from Western Maryland to Washington, DC and Baltimore, and expanded commuter service to these major urban areas will enhance and expand access to jobs and opportunities. As part of the development of this Plan and the State Rail Plan, MDOT MTA identified potential markets for improving rail and transit services and the potential for leveraging existing freight rail lines to connect more passenger services to MARC’s Brunswick Line. MDOT MTA will continue to analyze this critical corridor for improved transit access to and from Western Maryland and will coordinate with all relevant partners on the feasibility of different modes of service.

Baltimore Metro Region

**Regional Transit Corridors**

The Regional Transit Plan (RTP) is a 25-year plan for improving public transportation in Central Maryland (Anne Arundel County, Baltimore City, Baltimore County, Harford County, and Howard County). The RTP addresses traditional transit and new technologies, discusses short-term investments such as bus lanes, identifies policies to make connections between transit systems more seamless, and prioritized 30 corridors for additional transit investments.

Implementation is underway on a number of the strategies in the RTP, including the first two Regional Transit Corridor studies, an East-West corridor between Ellicott City and Bayview and a North-South corridor between Towson and downtown Baltimore.
CONNECTING THE REGIONS

**Washington Metro Region**

**FLASH Bus Rapid Transit**

FLASH is a new bus rapid (BRT) transit service in Montgomery County, currently operating on Colesville Road/Columbia Pike (US 29), with destinations including downtown Silver Spring, Four Corners, White Oak, Fairland, and Burtonsville. FLASH BRT offers premium transit service that is frequent and reliable; unique station design with weather protection, pre-payment stations, and real-time transit information; level (step-free) boarding; and more. Several FLASH corridors currently in the planning or construction phase:

- MD 355 between Clarksburg and Bethesda
- MD 586 (Veirs Mill Road) between Rockville and Wheaton
- Other FLASH corridors are planned as part of the Countywide Transit Corridors Functional Master Plan

**Southern Maryland**

**Southern Maryland Rapid Transit Study**

MDOT MTA conducted the Southern Maryland Rapid Transit Study (SMRT) to evaluate options for a rapid transit system to serve Prince George’s and Charles Counties with enhanced access to the Washington, DC area. The SMRT Study recommends a high-capacity transit system on the MD 5/US 301 corridor between the Branch Avenue Metrorail station and the Waldorf-White Plains area. This study was a collaborative effort between MDOT MTA, Prince George’s County, Charles County, and other stakeholders.

**Eastern Shore**

**Intercity Bus Study**

MDOT MTA is currently undertaking the Maryland Intercity Bus Study, the purpose of which is to inventory Maryland’s existing intercity bus services (both privately- and publicly-funded routes), identify gaps in service or unmet needs, review the state’s use of Federal Transit Administration (FTA) Section 5311(f) funds for intercity bus service, and see if there are potential options to maintain and improve the statewide network. Until recently, unsubsidized carriers provided service connecting Baltimore with the Eastern Shore, but in the wake of service reductions due to the COVID-19 pandemic this study is developing and evaluating near-term and future options to maintain and improve this critical element of the statewide transit system.
Advancing the Plan

Achieving the vision, and goals, of the Statewide Transit Plan will require continual investment and commitment from state leaders as well as support from local and regional partners. For riders, the return on the state’s investment will be a dignified and world-class transit experience; the ability to access essential locations regardless of time of day; the ability to travel across Maryland’s regions using transit in an amount of time comparable to automobile travel; the ability to travel using reliable, effective transit statewide; and access to jobs and opportunities throughout Maryland. For transit agencies, this return on investment will be sustainable and world-class operations, financial stability, and innovation. Fifty years provides ample time and opportunity to implement change, improve transit, and achieve the Plan’s key elements while elevating and advancing transportation equity across the state.
Innovation

Over the next 50 years, the transit status quo will shift in both predictable and unpredictable ways. Some future innovations are known and on the horizon—such as new technology and mobility options including real-time information, contactless fare payment systems, and electric, connected, and/or autonomous vehicles. The Statewide Transit Plan supports innovation through actions relating to fare payment, vehicle technology, customer amenities, and the creation of an overall seamless user experience between transit and a variety of other modes and destinations.

For a future that is unpredictable, a continuous embrace of innovation will help the MDOT MTA and local transit providers across the state to prepare for changes as they arise instead of lagging behind or reacting too late. Most importantly, continuous innovation enhances the customer experience, makes everyday use easier, and increases ridership and access to opportunities.

Policy

There is a wide range of policy tools that can act as enablers to improve transit across Maryland. Policies are important to guide decision-making in the areas of transit funding, governance, partnerships, cross-jurisdictional service, fare policy and payment, accessibility and equity, sustainability and resiliency, and more. Transit readiness and the presence of transit-supportive policies is highly varied across Maryland's regions, with a common desire across stakeholders for stronger support and guidance at the State level.

New policies and programs could help make transit more convenient and seamless to use across the state. Examples include unified statewide fare media or adoption of an integrated payment platform, statewide service standards, or a centralized resource for transit information to provide a more consistent experience for transit riders.

Transit policy and governance vary across Maryland and there is no one-size-fits-all solution. Differences in policy and governance contribute to different experiences of using transit across the State. Addressing policy needs is an important component to improving the quality of transit services and realizing the vision and goals of this plan. Examples of such strategies include closer coordination between agencies on schedules and service, evaluation of fare policies, establishing sustainability targets, and development of alternative funding sources.
Funding and Financing

The Statewide Transit Plan includes a wide range of strategies that have been developed without consideration of cost. To advance and implement these strategies, funding will be needed. Some strategies may be funded as a part of existing programs or adopted budgets, but much of the existing transit budgets are committed to operating and maintaining the current transit system and its infrastructure. New initiatives, expanded services, and capital projects require either new funding sources or the reallocation of existing funds as well as equitable prioritization based on the greatest needs.

Funding is a critical part of service enhancements and expansions. As the demand for connected and frequent transit service continues to increase, so will the need for funding to implement such services. Funding gaps between expenses and revenue frequently require transit providers to prioritize state of good repair (SGR) efforts and maintenance over potential system enhancements and expansion. Funding will be instrumental in being able to implement projects that address growth opportunities.

Currently, nearly all transit funding in Maryland comes from either federal, state, or county government sources. The implementation of strategies will require close coordination between the various levels of State and local government and partnership with various stakeholders, businesses, or institutions.

Federal Funding

The United States Department of Transportation (USDOT) and the Federal Transit Administration (FTA) fund public transit systems through various formula-based and discretionary grant programs, most of which must be matched with state and local funds, if awarded. The required funding for state and local matching varies by grant program and can range between 20 to 60 percent of the total cost of a project.

• **Formula grants** are determined based on various factors such as population and transit system size. Formula grants are typically used for larger projects that are intended to support maintenance and state of good repair efforts for existing infrastructure.

• **Discretionary grants** are awarded to specific projects through a competitive application process. Recent large-scale discretionary grant programs for transit projects include Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and Capital Investment Grants (CIG). RAISE (formerly BUILD) grants are generally focused on smaller projects up to $30 million in cost, while CIG grants can be used for larger projects that expand systems such as fixed-guideway bus rapid transit (BRT) and rail projects.
State Funding

The State of Maryland, by way of MDOT, is the largest source of transit funding in Maryland today. Transportation spending in Maryland is supported by the Transportation Trust Fund (TTF). Some of the benefits of the TTF are its diverse sources of revenue and its multi-modal nature. The TTF relies on a variety of revenue sources including motor fuel tax; titling tax; federal aid; corporate income taxes; and operating revenues from the port, airport, and transit. These combined funds are not earmarked for any specific purpose and are allocated through the State’s annual budget process to operate and maintain Maryland’s transportation system. And it truly is one system—trucks picking up cargo from the Port of Baltimore rely on roads to deliver their goods, our roads rely on transit to provide cleaner transportation options and reduce congestion, and buses rely on our roads to safely move passengers from one place to another. Funding transportation projects around the state will require strategic consideration and a balanced approach to ensure the state can sustainably fund the critical infrastructure investments needed to safely operate the transportation system.

Local Funding

Local funding in Maryland is a small share of total transit funding but a significant share of locally operated service budgets. Generally, counties in Maryland use General Funds, which are comprised of income and property taxes. Because General Funds are fully used for a range of public services, counties have relatively little opportunity to redirect funds to expand transit. Counties have the authority to implement tax surcharges in specific areas for specific purposes, which could be a mechanism to provide additional funding for transit. This method of tax surcharges, often sales tax surcharges, are used extensively in other areas of the United States.
### 5-Year Action Plan and Next Steps

In the **next five years**, MDOT MTA will lead and advance the following priority actions, engaging with local transit agencies across the state and fostering their participation and involvement as needed, to make progress towards strategies in the near term.

<table>
<thead>
<tr>
<th>Goal</th>
<th>Action Item</th>
<th>Related Strategies</th>
</tr>
</thead>
</table>
| Be Equitable, Accessible, and Affordable | • Create an equitable transit guide  
• Create a service equity framework to assist transit project funding decisions  
• Develop a campaign to address harassment, hate crimes, and other discriminatory behavior on transit  
• Conduct ADA inventory on all equipment, stops, and facilities and establish priorities for ADA upgrades  
• Identify fare policy changes needed to streamline trip planning and fare payment | 1.1  
1.2  
1.3  
1.4 |
| Ensure a Safe and Healthy Transit Environment | • Develop guidance on best practices in transit emergency response  
• Partner with jurisdictions to identify gaps in pedestrian and bicycle connections to transit  
• Improve reporting of safety metrics across all providers  
• Continue enhanced cleaning and disinfecting procedures on all vehicles including high-touch surfaces | 2.1  
2.3  
2.4 |
| Provide Mobility Between Regions | • Study and identify barriers to and opportunities for paratransit service integration  
• Develop recommendations for improving the user experience at transit hubs statewide  
• Explore opportunities to expand MARC rail service to Virginia and Delaware  
• Study the efficacy of new service or improved service to Western Maryland and in corridors that have identified gaps (e.g., Frederick/Hagerstown to Baltimore; Eastern Shore to Delaware)  
• Continue to coordinate with Amtrak on upgrade of Frederick Douglass (B&P) Tunnel  
• Design and implement new transit hubs | 3.1  
3.2  
3.3 |
| Connect People to Jobs and Opportunities | • Develop implementation plan to close gaps in providing nighttime and weekend service  
• Identify workforce- and service-related transportation needs  
• Work with social workers and human services providers to produce guidance and information on using transit  
• Advance regional transit corridors from the Central Maryland Regional Transit Plan | 4.1  
4.2  
4.3  
4.4  
4.5 |
<table>
<thead>
<tr>
<th>Goal</th>
<th>Action Item</th>
<th>Related Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliver Reliable and Convenient Service</td>
<td>• Establish a statewide transit user survey&lt;br&gt;• Establish a statewide standard for measuring on-time performance (OTP) and report OTP by route, agency, and statewide on a regular basis&lt;br&gt;• Develop guidance and templates for expanding real-time information to customers&lt;br&gt;• Expand network of dedicated bus lanes and use of transit signal priority (TSP).</td>
<td>5.1 5.2 5.3</td>
</tr>
<tr>
<td>Be Sustainable, Nimble, and Innovative</td>
<td>• Pilot and procure zero-emission buses, equipment, and infrastructure&lt;br&gt;• Conduct a pilot of connected and autonomous transit vehicles&lt;br&gt;• Identify rural, suburban, and urban opportunities to expand shared mobility integration with transit</td>
<td>6.1 6.2 6.4</td>
</tr>
<tr>
<td>Invest Wisely and Sustainably</td>
<td>• Implement a campaign to bring riders back to transit as the state recovers from the COVID-19 pandemic&lt;br&gt;• Increase transit sustainability and resilience planning&lt;br&gt;• Pursue discretionary grants to fill funding gaps; provide technical support and training for grant applications and management&lt;br&gt;• Identify new grants or modifications to existing state grant programs to target transit priorities agreed to in the Statewide Transit Plan&lt;br&gt;• Develop state-level guidance on employee satisfaction surveys, staff retention, and succession planning</td>
<td>7.1 7.2 7.3 7.4</td>
</tr>
</tbody>
</table>
Tracking Our Progress

MDOT MTA will coordinate and monitor progress using identified performance measures and short- and long-term targets. The Statewide Transit Plan has identified measures for each of its seven goal areas and identified 5-, 25-, and 50-year targets.

In coordination with locally operated transit services (LOTS), MDOT MTA will track the progress of the Statewide Transit Plan in achieving its seven goal areas. Using existing numbers as a baseline, the following measures will be tracked regularly—some annually, others as the data becomes available. Most of the measures below do not include WMATA, with some exceptions where WMATA’s Maryland services are included. There are 22 LOTS, so most measures include 23 agencies in Maryland (the LOTS plus MDOT MTA). Measures reflecting 24 agencies include WMATA. In addition, some measures are reported here by county.

<table>
<thead>
<tr>
<th>Measure</th>
<th>Providers with Available Data in 2021</th>
<th>Baseline</th>
<th>5-Year Target</th>
<th>25-Year Target</th>
<th>50-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Be Equitable, Accessible, and Affordable</strong></td>
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<tr>
<td>Percent of transit stops and stations that are ADA compliant</td>
<td>2/23</td>
<td>19%</td>
<td>25%</td>
<td>50%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of revenue vehicles that are ADA compliant</td>
<td>23/23</td>
<td>91%</td>
<td>95%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of EJ communities with access to frequent transit</td>
<td>24/24</td>
<td>60%</td>
<td>70%</td>
<td>90%</td>
<td>95%</td>
</tr>
<tr>
<td><strong>Ensure a Safe and Healthy Transit Environment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total serious injuries per 100 million passenger miles</td>
<td>16/23</td>
<td>0.23</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total employee/worker injuries per 100 million passenger miles</td>
<td>16/23</td>
<td>3.86</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Total passenger, pedestrian, and bicyclist injuries per 100 million passenger miles</td>
<td>16/23</td>
<td>20.72</td>
<td>10</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Percent of agencies with Emergency Response Plan or Continuity of Operations Plan (COOP)</td>
<td>20/23</td>
<td>70%</td>
<td>75%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Provide Mobility Between Regions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent of transit agencies on shared fare payment platform with at least one other agency</td>
<td>23/23</td>
<td>22%</td>
<td>50%</td>
<td>75%</td>
<td>95%</td>
</tr>
<tr>
<td>Weekday fixed-route trips that cross regional boundaries</td>
<td>24/24</td>
<td>8,085</td>
<td>9,000</td>
<td>12,000</td>
<td>18,000</td>
</tr>
</tbody>
</table>
**Connect People to Jobs and Opportunities**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Providers with Available Data in 2021</th>
<th>Baseline</th>
<th>5-Year Target</th>
<th>25-Year Target</th>
<th>50-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of agencies providing nighttime services</td>
<td>24/24</td>
<td>54%</td>
<td>67%</td>
<td>83%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of agencies providing weekend services</td>
<td>24/24</td>
<td>75%</td>
<td>83%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of activity center TAZs within ¼ mile of fixed-route transit service or ½ mile of a rail stop</td>
<td>24/24</td>
<td>97%</td>
<td>99%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of residents living within ¼ mile of a bus stop or ½ mile of a rail station</td>
<td>24/24</td>
<td>47%</td>
<td>57%</td>
<td>65%</td>
<td>75%</td>
</tr>
</tbody>
</table>

**Deliver Reliable and Convenient Service**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Providers with Available Data in 2021</th>
<th>Baseline</th>
<th>5-Year Target</th>
<th>25-Year Target</th>
<th>50-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of transit agencies publicly reporting On-time Performance (OTP)</td>
<td>2/24</td>
<td>8%</td>
<td>75%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of transit agencies providing real-time arrival information to customers</td>
<td>20/24</td>
<td>58%</td>
<td>60%</td>
<td>80%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Be Sustainable, Nimble, and Innovative**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Providers with Available Data in 2021</th>
<th>Baseline</th>
<th>5-Year Target</th>
<th>25-Year Target</th>
<th>50-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of zero emissions revenue vehicles*</td>
<td>23/23</td>
<td>5%</td>
<td>10%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of transit agencies offering mobile or contactless fare payments</td>
<td>22/24</td>
<td>32%</td>
<td>50%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Invest Wisely and Sustainably**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Providers with Available Data in 2021</th>
<th>Baseline</th>
<th>5-Year Target</th>
<th>25-Year Target</th>
<th>50-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of assets (by value) in state of good repair backlog</td>
<td>25/25</td>
<td>17%</td>
<td>12%</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>Percent of jurisdictions with a role for local DOT or transit provider in site plan and development review</td>
<td>19/24</td>
<td>45%</td>
<td>60%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Note: This measure includes electric propulsion railcars which may have upstream emissions.

MDOT MTA reports OTP on a monthly basis for each mode it operates through the [MDOT MTA Performance Improvement website](https://www.mdot.state.md.us/PerformanceImprovement/). Goals are set for OTP based on current performance and improvement plans in the RTP. The focus of improving OTP is to improve Core Bus OTP through data driven analysis, to better serve the largest number of riders.

**Goals:**
- Core Bus — 80%
- Light Rail — 95%
- Metro Subway — 95%
- MARC Train — 93%
- Mobility — 92%

OTP for Core Bus had been steadily improving since the launch of BaltimoreLink in 2017. However, OTP has been affected during the COVID-19 pandemic due to many buses arriving early to their destinations as a result of less traffic and fewer passenger boardings.
Glossary of Terms

ADA-Accessible Transit Stops and Stations: Transit stops and stations that comply with the minimum design requirements of the Americans with Disabilities Act of 1990 and the ADA Accessibility Guidelines (ADAAG) published by the United States Access Board are called “accessible” or “ADA-compliant.” These design requirements are intended to ensure that people with disabilities, including people who use mobility devices such as wheelchairs, scooters, or walkers and people with visual impairments, among others, can board and exit transit vehicles at stops and stations.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act gives civil rights protections to individuals with disabilities. It guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, State and local government services, and telecommunications.

Connected and Automated Vehicles (CAVs): A vehicle that can drive itself from a starting point to a predetermined destination in “autopilot” mode using various in vehicle technologies and sensors, including adaptive cruise control, active steering, anti-lock braking systems, GPS navigation technology, lasers and radar.

Bus Rapid Transit (BRT): An enhanced bus system that operates in exclusive bus lanes in order to combine the flexibility of buses with the efficiency of rail. BRT typically utilizes a combination of advanced technologies, infrastructure and operational investments that provide significantly better service than traditional bus service.

“Bring your own device” (BYOD): BYOD is a term used to describe the user-experiences of open fare payment systems. Users pay for their trip (including transfers between service providers) via an app on a mobile device. The technology simplifies fares to one digital payment instead of paying for fares at each transfer.

Continuity of Operations Plan (COOP): A COOP prepares a transit agency so that it can provide essential agency functions following a significant emergency event that limits or restricts the availability of personnel, facilities, or technical systems. A COOP lists essential functions and the resources needed to perform them such as fuel/power delivery, providing adequate vehicle and wayside maintenance, providing necessary communications, providing for employee needs (i.e., payroll), providing public information and maintaining safety and security. A COOP lists the actions that need to be taken to preserve these essential functions in the event of an emergency. (Source: APTA)

Demand response transit: Demand response transit is a non-fixed route, flexible transit service, often referred to as dial-a-ride. DRT provides curb to-curb or door-to-door pickups and drop-offs upon customers’ request and usually requires advanced scheduling by the customer.

Disadvantaged Business Enterprise (DBE) firms: DBE for-profit firms must be owned (over 51%) and managed (including daily operations) by socially and economically disadvantaged individuals. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Firms receive a DBE certification from the State. (Source: US DOT)
**Environmental Justice (EJ) communities:** Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental Justice communities are defined as “overburdened communities” that experience disproportionate environmental harms and risks. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities. (Source: EPA)

**Emergency Response Plan:** Emergency Response Plans are developed based on risk assessments that identify potential emergency scenarios and responses to protect anyone utilizing the facilities or services during an emergency (Source: Ready.gov)

**Fare capping:** Fare capping limits how much you pay for all your trip in a day, week or month. Once your pass purchases and activations in a day, week or month add up to the value of a higher value pass you will automatically be provided the higher fixed-route service value pass to use for the remaining period of time. With fare capping, cost barriers are reduced or minimized associated with the recurrent passes.

**Greenhouse Gas Emissions (GHG’s):** GHG emissions are a result of a variety of industries. The transportation industry is one of the largest contributors to GHG emissions due to the release of carbon dioxide during fossil fuel combustion in vehicle engines. Transit is an effective strategy to reduce GHG emissions by providing services that move more people with less vehicles. (Source: US DOT)

**High-occupancy vehicle (HOV):** Vehicles with more than one passenger. In some cases, HOV 3+ refer to vehicles with three or more passengers. (Source: moveDC 2014)

**Integrated fare payment system:** an integrated payment system will permit passengers to use different public transit services with the same electronic ticket, either a contactless card or a card with a magnetic stripe.

**Lifecycle Costing or Whole Life Costing (WLC):** The inclusion of all costs in the total cost of capital investments. Costs can include but are not limited to capital, maintenance, and removal costs.

**Locally Operated Transit Systems (LOTS):** Maryland transit systems that provide primarily bus service and demand-response service within the local areas in which they operate.

**Low-Income:** People with an annual household income at or below 150% of the federal poverty line, or $39,750 for a household of four as of 2020.

**Metropolitan Planning Organization (MPO):** A policy board, including local officials and state officials, responsible for metropolitan transportation planning and allocating federal funding. MPO’s are federally required in areas with a population greater than 50,000. MPO’s advance cooperation and continuity in transportation planning by coordinating transportation planning across local jurisdictional boundaries. (Source: FHWA)
Minority Business Enterprise (MBE) firms: MBE firms are over 51% owned and operated by a person of color. People of color include those who are Asian-Indian, Asian-Pacific, Black, Hispanic, and Native American. *(Source: NMSDC.org)*

**Mobility:** Mobility is about freedom of movement and having access to many transportation options, as well as the quality of those options to give people the ability to get them where they need to go. To have mobility is to have the ability to safely and affordably get to the places that enable a fulfilling and healthy life—jobs and opportunities, essential services, school, doctors’ offices, community centers, parks, and more.

**Mode:** A term used to distinguish between different ways of transportation or transporting people (e.g., bus, light rail, Metro, bike, walk, car, etc)

**Mode Share:** Percentage of all trips using a specific mode of transportation, including but not limited to, vehicles, walking, bicycling, and transit.

**Multimodal:** The ability and availability of users to utilize a variety of transportation options within a system or area.

**Non-Motorized Modes:** Modes included in this category include walking, bicycling, and small-wheeled non-motorized modes (ex: skateboards, non-motorized scooters, wheelchairs). *(Source: TDM Encyclopedia)*

**On-Demand Mobility Services:** Integration of various forms of transportation services into a single platform. These modes include, but are not limited to fixed route transit, on-demand ride-hailing and ridesharing, taxis, bicycles and scooters, and many others. Ideally, a user would access a mobile app to book and pay for their whole trip. Passengers would have the option of paying per trip or subscribing to a plan that would allow them a specific number of trips per month contingent on the plan’s terms. Once a trip is booked, the platform would work automatically to route the best modes of transportation, according to the user’s preferences, to arrive at the final destination. Real-time data for transportation is required to support On-Demand Mobility platforms and inform user preferences.

**On-Time Performance:** MDOT MTA uses the measure of two minutes early to seven minutes late when determining whether a local bus is on-time. Paratransit has a 30-minute window. Other agencies in Maryland may have different definitions for “on-time” measurement.

**Open Fare Payment system:** An open fare payment system makes fare payment more convenient for users. Open fare payment systems have the potential to combine information and payments for different providers into payment method for users. Open fare payment systems consolidate payment into one smart-card or app in which users can tap and go at the entrance to a facility. The payment is collected by a third-party vendor who allocate fare revenues to the appropriate providers. This is different from integrated fare payment systems because the method of payment is not specific to transit providers and can be used to access any transit service.

**Paratransit Service:** A transportation service that supplements larger public transit systems by providing individualized rides without fixed routes or timetables. Paratransit includes ADA complementary paratransit, demand-response transportation services, subscription service,
shared-ride taxis, carpools, and vanpools. Additional services may be provided to serve older adults, rural residents, or other populations.

**People of Color:** People of color are defined as those who identify as Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and other Pacific Islander, any other race, and/or two or more races, or as Hispanic per U.S. Census categories. Data sources currently use the label of ‘minority’ for the same defined group.

**Priority Funding Area (PFA):** PFA’s are existing communities and places designated by local governments indicating where they want state investment to support future growth. *(Source: Maryland Department of Planning)*

**Queue Jumps:** Queue jumps are a strategy to increase the efficiency and reliability of busses by giving them priority at intersections. Queue jumps consist of an additional travel lane approaching a signalized intersection that is usually restricted for transit vehicles only. Signal timing at the intersection can be adjusted to detect and allow buses to receive a GREEN indication before lanes with general traffic. *(Source: NACTO)*

**Real-Time Transit Asset Condition Monitoring (using telematics, and other tech):** Real-time transit asset condition monitoring allows transit agencies to continuously assess, detect, and monitor asset conditions. New and emerging technologies such as telematics (transmission of data through wireless networks) and LIDAR (light detection and ranging to measure distances) can be used to conduct the asset condition reports. For example, telematics uses allows technology onboard (ex: GPS system, sensors) a vehicle to send data back to and communicate with a base center. *(Source: US DOT, GEOTAB)*

**Real Time Information:** Information available to transit providers or customers about the current status of vehicles, including approximate locations and predictive arrival times.

**Regional Transit Corridors:** Regional Transit Corridors have regional significance and often provide connectivity between different jurisdictions. These corridors demonstrate sufficient transit demand to justify infrastructure, service, and technology improvements. Appropriate modes for regional corridors are higher capacity and higher speed modes including limited stop or express bus, bus rapid transit (BRT), light rail, heavy rail, or commuter rail. Methods to improve travel speeds include transit priority, dedicated right of way, offboard fare payment. The frequency of service should be at least every 15 minutes during peak periods and 20-60 minutes off-peak, while the service operates at least 14 hours a day.

**Shared Mobility:** Shared mobility is the shared use of a vehicle, motorcycle, scooter, bicycle, or other travel mode. Shared mobility provides users with short-term access to one of these modes of travel as they are needed.

**Small Business Enterprise (SBE) firms:** SBE’s must be defined as a small business by the US Small Business Administration. The for-profit firm must have a three-year average annual gross receipt of less than $26.29 million and at least 51% of firm’s ownership must be held by US Citizens and individual(s) with a personal net worth less than $1.32 million. SBE’s are certified through MDOT. *(Source: MDOT)*
State of Good Repair: The condition in which an asset is able to operate at a full level of performance. (Source: FTA)

Traffic Analysis Zone (TAZ): A geographic area that is used for land use and travel demand modeling and analysis. TAZs contain information on the number of people, households, and jobs present in that area.

Transit Development Plans (TDP): Plans developed by individual transit agencies to identify and guide transit service improvements over a near-term horizon. MDOT MTA requires local transit agencies to produce TDPs on a regular basis.

Transit Hub: Transfer points for multiple transit routes or modes. Typically, a transit hub includes enhanced amenities (shelters, benches, information). A transit hub is often a good place for transit-oriented development.

Transit-Oriented Development (TOD): A development approach that encourages intensifying and inter-mixing land uses (residential, office, retail, and entertainment) around transit stations or transit hubs, integrating public amenities (open spaces and landscaping), and improving the quality of walking and bicycling as alternatives to automobile travel.

Transit Signal Priority: Transit signal priority is simply the idea of giving special treatment to transit vehicles at signalized intersections. Since transit vehicles can hold many people, giving priority to transit can potentially increase the person throughput of an intersection.

Transportation Network Company (TNC): A company that connects paying passengers with drivers who provide the transportation on their own non-commercial vehicles via website and mobile applications. Also known as mobility service providers (MSP) or on-demand transportation, such as Uber or Lyft.

Vulnerable and At-Risk Populations: Vulnerable populations are at risk for disparate healthcare access and outcomes because of economic, cultural, ethnic or health characteristics. Vulnerable populations include patients who are racial or ethnic minorities, children, elderly, socioeconomically disadvantaged, underinsured or those with certain medical conditions. Members of vulnerable populations often have health conditions that are exacerbated by unnecessarily inadequate healthcare. (Source: Department of Anesthesiology, Perioperative and Pain Medicine, Boston Children’s Hospital, Harvard Medical School, Boston, USA)

At-risk individuals are people with access and functional needs that may interfere with their ability to access or receive medical care before, during, or after a disaster or emergency. Irrespective of specific diagnosis, status, or label, the terms “access and functional needs” are defined as follows:

- Access-based needs: All people must have access to certain resources, such as social services, accommodations, information, transportation, medications to maintain health, and so on.
- Function-based needs: Function-based needs refer to restrictions or limitations an individual may have that requires assistance before, during, and/or after a disaster or public health emergency. (Source: United States Department of Health and Human Services)
Endnotes

1. About the Plan


2. Transit Today


9. [page 18] For this analysis, people of color are defined as those who identify as Black, American Indian, Asian, Pacific Islander, Other, and Two or More races, as well as those who identify as Hispanic and/or Latinx regardless of race (currently classified as “minority” populations by the U.S. Census Bureau).


18. [page 24] National Household Travel Survey
20. [page 26] National Household Travel Survey

4. Transit Strategies

22. [page 45] American Public Transportation Association, *Mobility as a Service*
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