

GHG Mitigation Working Group

Holly Arnold, Administrator & CEO

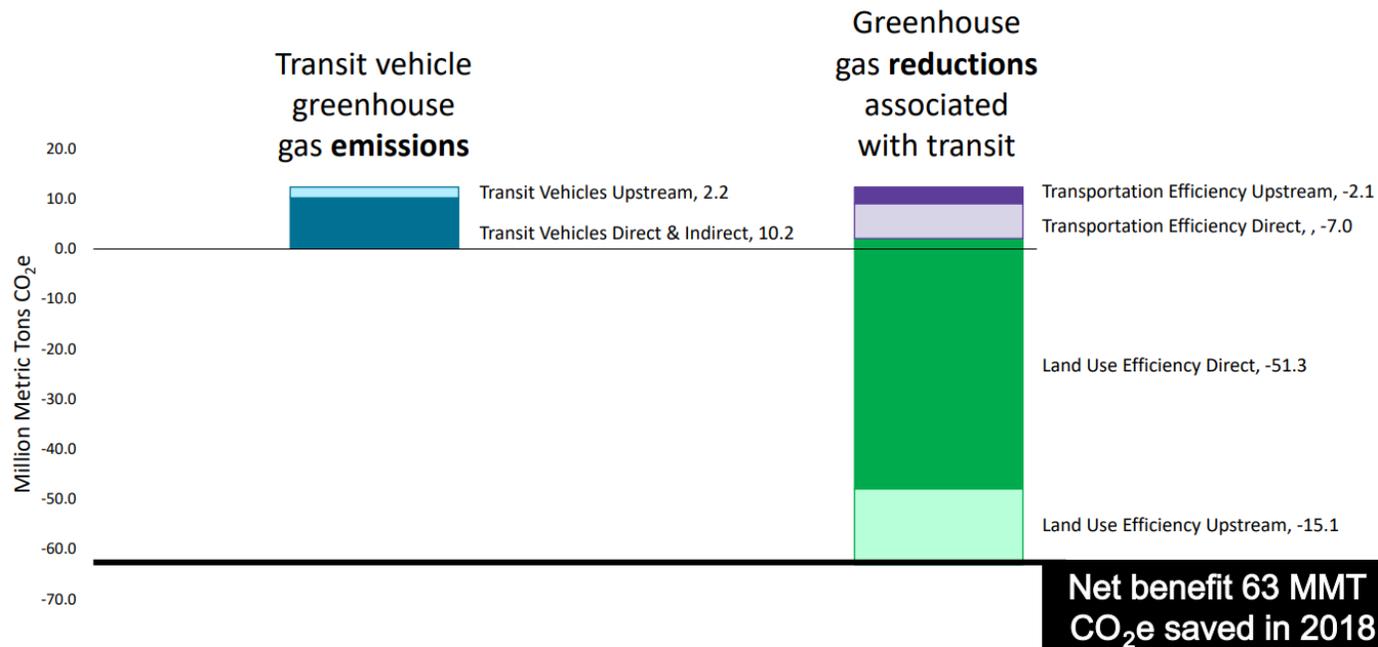
August 23, 2022

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

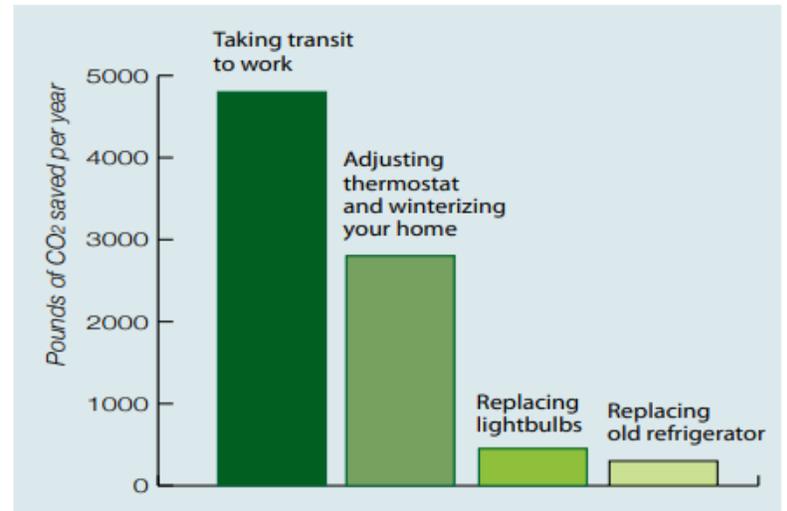
MARYLAND TRANSIT
ADMINISTRATION

Public Transit & Emissions Reductions

- Increasing ridership is the strongest way to increase public transportation's GHG impacts
 - The benefits of transit depend on how much it is used
- To make progress in reducing our dependence on oil and mitigating the impacts of climate change, *public transportation must be part of the solution*



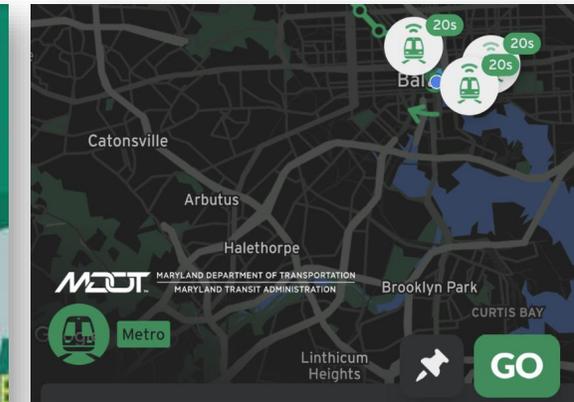
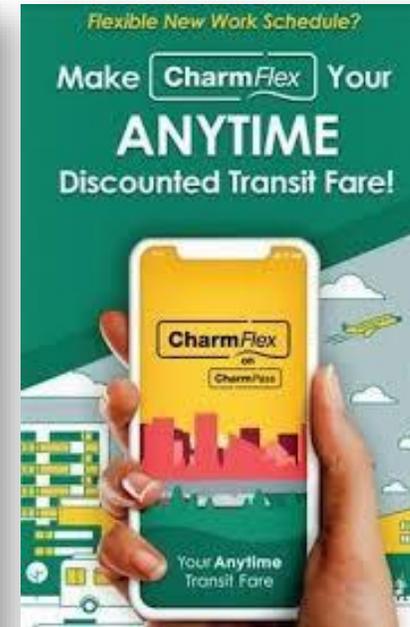
Commuting by Public Transportation—One of the Most Significant Actions to Reduce Household Carbon Emissions



By taking existing public transportation instead of driving a car, a single person saves 4,800 pounds of CO₂ per year. Source: Public Transportation's Contribution to U.S. Greenhouse Gas Reduction *

The Vision for MTA

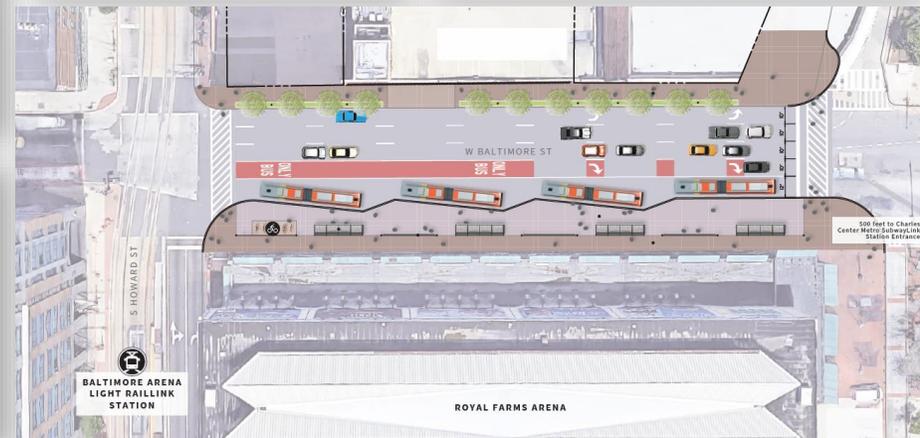
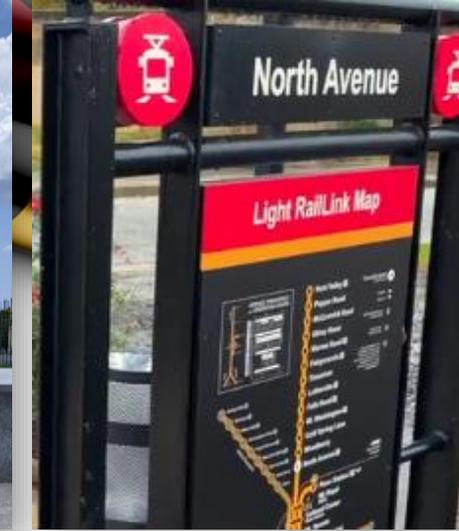
- Frequent
- Reliable
- Easy



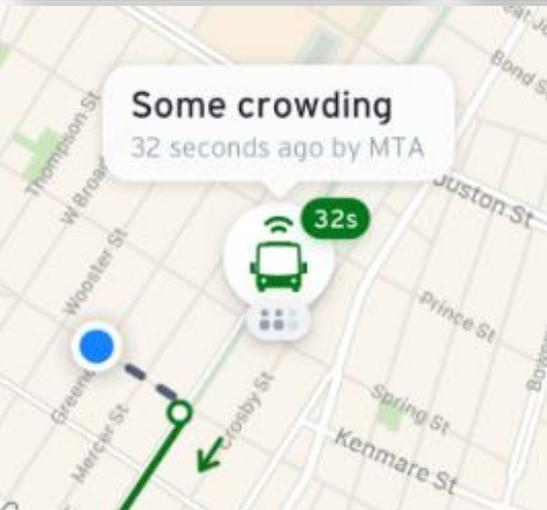
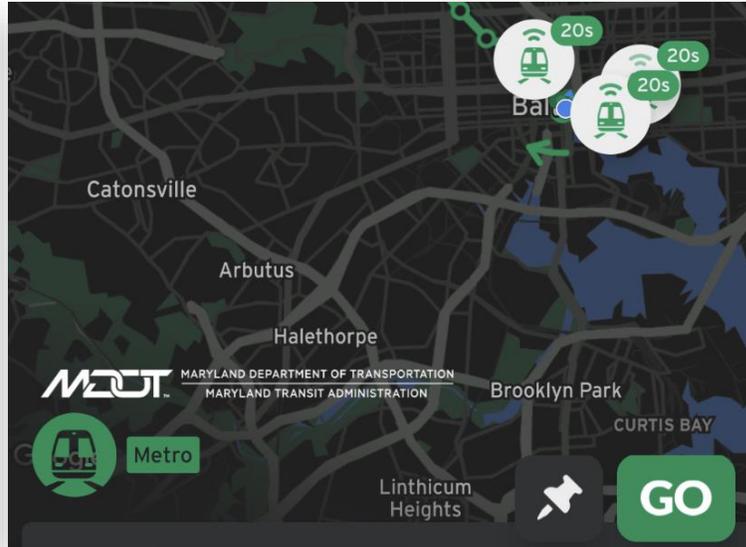
Fast Forward

Customer Experience Enhancement Project

- Launched \$43 million initiative to improve service reliability, reduce travel times, and increase safety and access
 - Goal to enhance overall transit experience
- Faster
 - Dedicated bus lanes
 - Other street-level and infrastructure modifications for faster, more efficient transit
- More accessible
 - ADA and pedestrian improvements near bus stops
 - More bus shelters
 - New and enhanced transit hubs
- Easier to use
 - Better signage and wayfinding
 - Real-time information

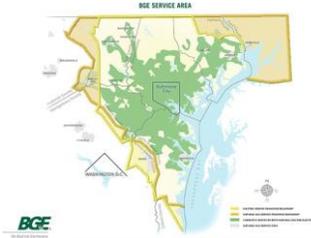
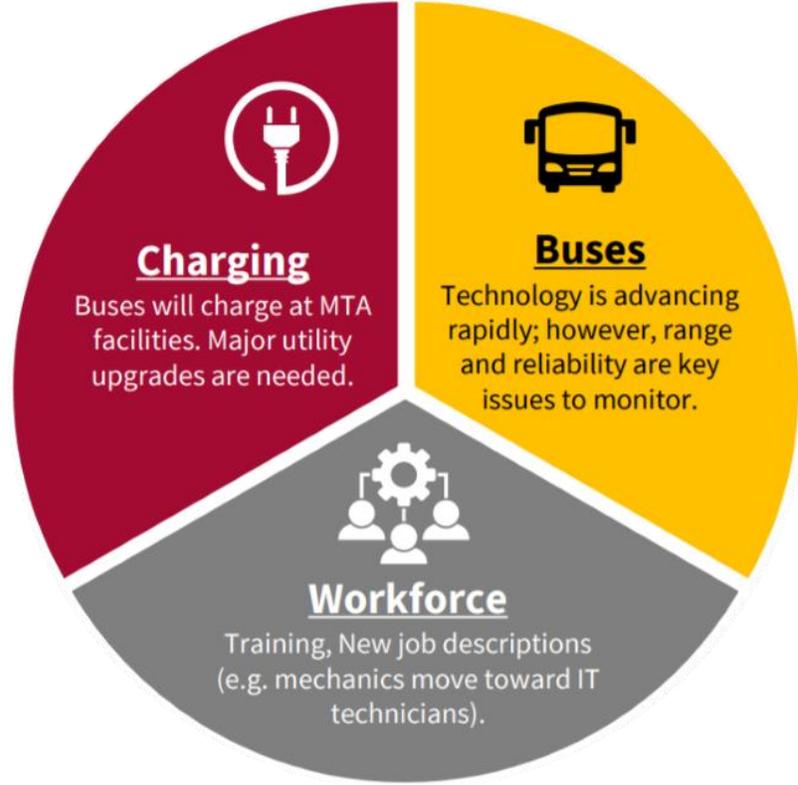


Customer Experience Enhancements



- Advancing real-time information
 - Real-time vehicle tracking available on Core Bus, Commuter Bus, MARC, and Metro
 - Metro launched in December 2021
 - Light Rail testing currently underway, anticipated launch later this year
 - Real-time bus crowding information launched in December 2021
 - Integration with Transit app
 - Pilot program of real-time digital signage
 - Three locations: Mondawmin and Rogers Avenue Metro stations and the Patapsco Light Rail stop
 - Part of \$3.5 million Beyond the Bus Stop grant from Federal Transit Administration
- E-bikes and scooters policy change
 - Expanded bicycle policy to allow personally owned e-scooters and e-bikes on core service modes and MARC
- CharmFlex – new fare products to adapt to changing travel patterns
 - 3-day and 10-day passes available through CharmPass valid for up to a year
 - Usable on consecutive or non-consecutive days
 - Discounted 15% percent from a single day pass
- Bus lanes
 - Downtown Baltimore City repainting completed in December 2021
 - North Avenue Rising additional 7 miles
- Working toward new, state-of-the-art fare system

Zero-Emission Bus Transition



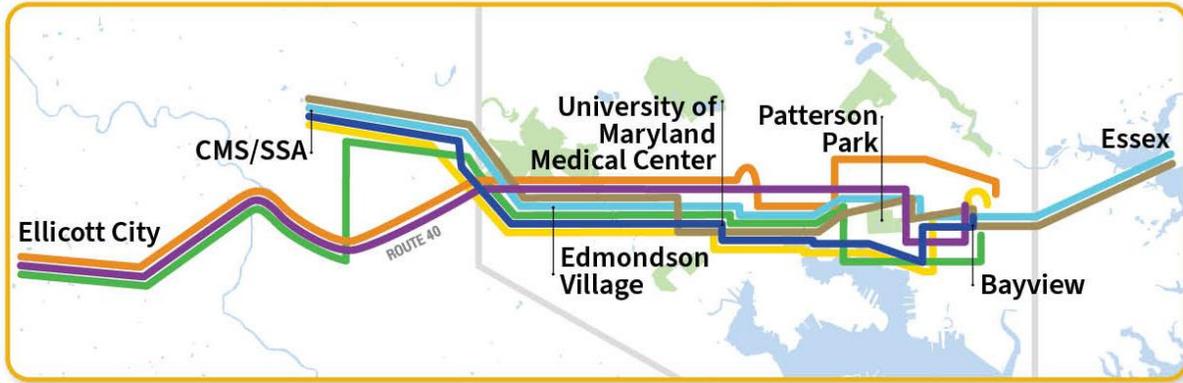
- Transitioning to 50% ZEB by 2030
 - 95% by 2045
 - No diesel procurement after FY23
- Significant infrastructure, workforce, and service planning considerations
 - Charge management
 - Workforce considerations
 - Training
 - Maintenance SOPs
 - Coordination with Union
 - Communications
 - Service and scheduling impacts
 - Utilities and infrastructure
- Kirk pilot with revenue service
 - Vehicle purchases approved by BPW earlier this year
 - Four 40' and 3 60' battery electric buses to arrive next year
 - Five overhead 150 kilowatt chargers
 - Work underway on utility upgrades and facility design

Purple Line

- 16.2 mile east-west light rail line between Bethesda in Montgomery County and New Carrollton in Prince George's County
 - 21 stations
 - Connect to WMATA, all three MARC lines, Amtrak, and local and regional bus service
- Selection of new design-builder and updated contract
- Updated P3 agreement (\$3.4 billion) includes:
 - Design & construction
 - Settlement agreement
 - Capital renewal costs
 - Operations, maintenance, and insurance over 30-year operating period
- Full-scale construction ramping up now
 - Vehicle delivery in Fall 2023
 - Revenue service estimated to begin in Fall 2026



RTP Corridors

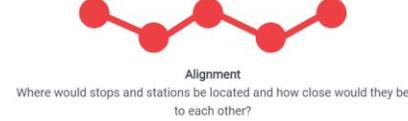


Alternative 1 Alternative 2 Alternative 3 Alternative 4 Alternative 5 Alternative 6 Alternative 7



Regional Transit Corridors

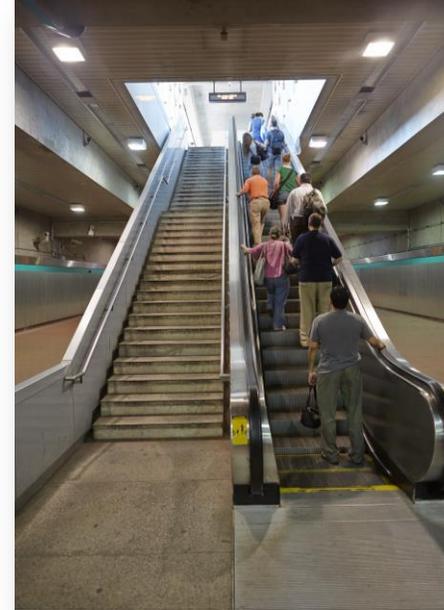
Subject to future feasibility analysis and local jurisdiction support

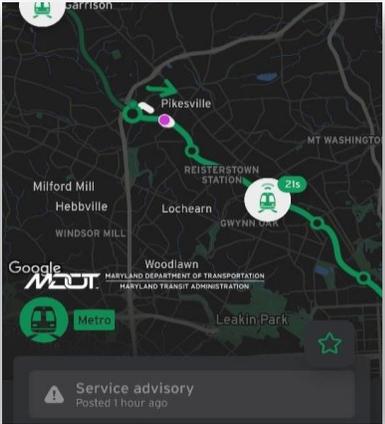


- East-West: Johns Hopkins Bayview to Ellicott City
 - Seven alternatives
 - Public comment period ended August 1 (~500 comments received)
 - Final report expected to be released later this fall
- North-South: Towson to the University of Maryland Medical Center
 - Public outreach process to begin in September
 - Final report expected early next year

Other Agency Initiatives

- Fleet replacements
 - Metro Railcar and Train Control Replacement
 - Light Rail Mid-Life Overhaul
 - Zero-Emissions Bus Transition
- State of Good Repair
 - Over \$4B in 6-year capital budget
 - Investments in trackwork, stations, vehicles, and systems
- Use of federal funding
 - Bipartisan Infrastructure Law
 - Climate spending and the Inflation Reduction Act





Rebuilding Better: Committed to an Equitable Transit Future

September 2021

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MARYLAND TRANSIT ADMINISTRATION

