

# Transit Safety & Investment Act

*Fund the Gap!*



# Entire Baltimore Metro system to close for a month for emergency repairs



By COLIN CAMPBELL  
THE BALTIMORE SUN

FEB 11, 2018 | 8:30 PM



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Automatic  
emergency braking  
now standard  
Four-cylinder or V-6  
power

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mile bumper-to-  
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8-speed automatic  
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auto-manual

235-hp. 2.0-liter I-4  
(regular gas)  
Passenger vanity  
mirror  
Seatback storage

4 Doors  
Automatic  
emergency braking  
now standard  
Four-cylinder or V-6  
power  
Six-year/72,000  
mile bumper-to-  
bumper warranty

# MTA rail service interrupted on all but one weekday in September



By COLIN CAMPBELL  
BALTIMORE SUN | OCT 19, 2019 | 2:40 PM



A north bound MTA light rail train travels up Howard Street at Mulberry in Downtown Baltimore. (Jerry Jackson/Baltimore Sun) (Jerry Jackson / Baltimore Sun)

It took two days.

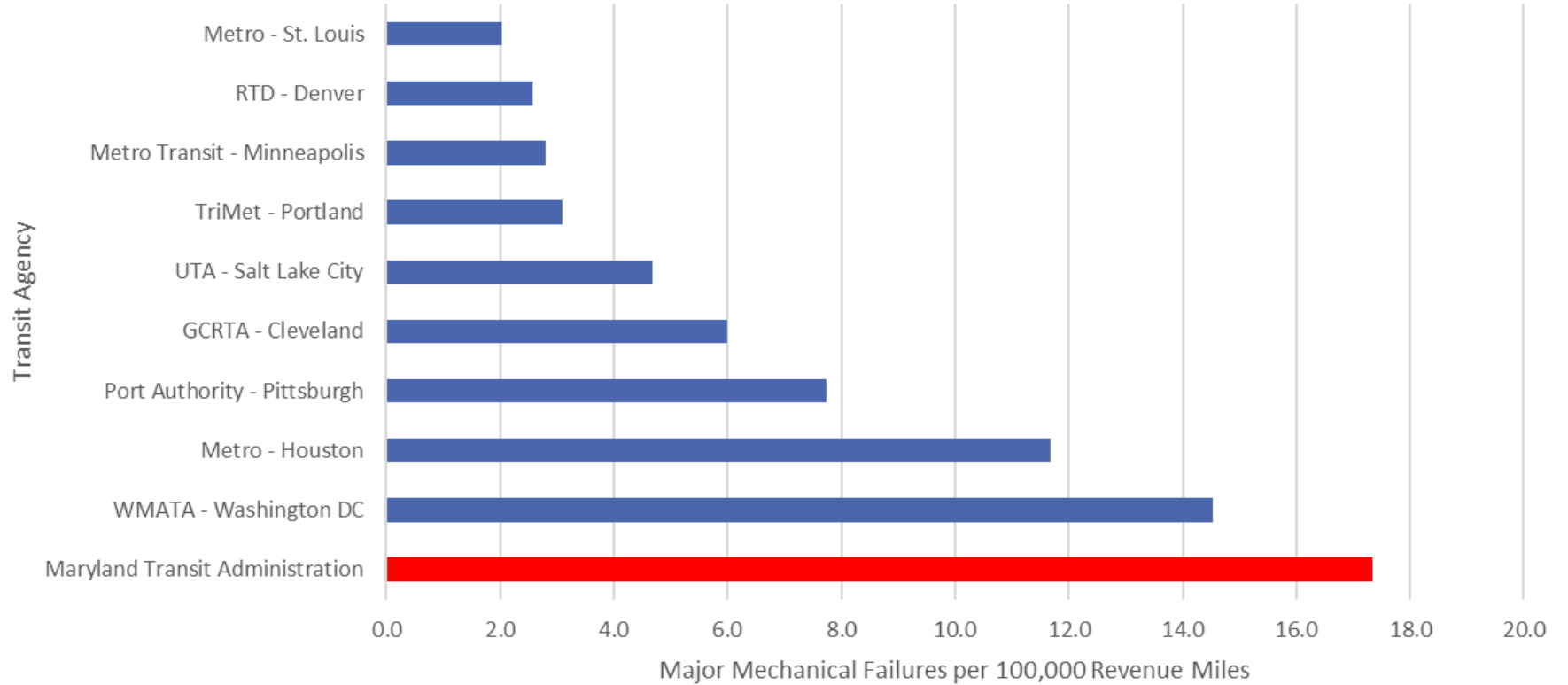
The Baltimore light rail had just resumed full service on Monday, Aug. 19, after a month-long outage caused by a broken water main near Camden Yards.

But by Wednesday Aug. 21, the Maryland Transit Administration was alerting passengers to another disruption: "Light RailLink is currently experiencing delays in service due to a disabled train at Westport Station. We are working diligently to restore normal service in both directions and appreciate your patience as we work to do so," the agency said in a statement.

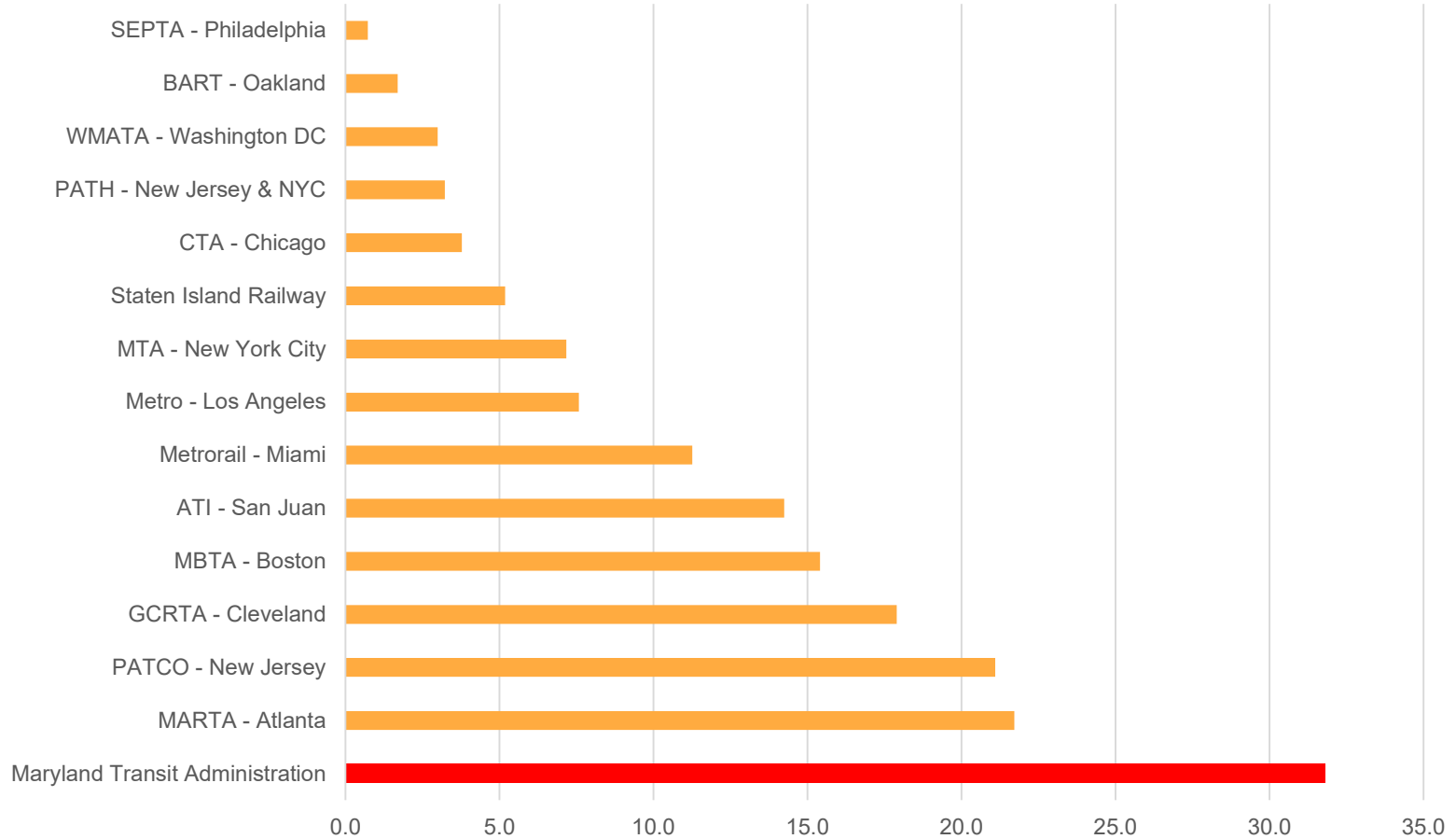
Light rail service also experienced delays the next day. And the next day. And four out of the five weekdays the following week.

All told, service on the MTA's light rail or Metro Subway was disrupted on all but one weekday in September . . .

## Bus Breakdowns

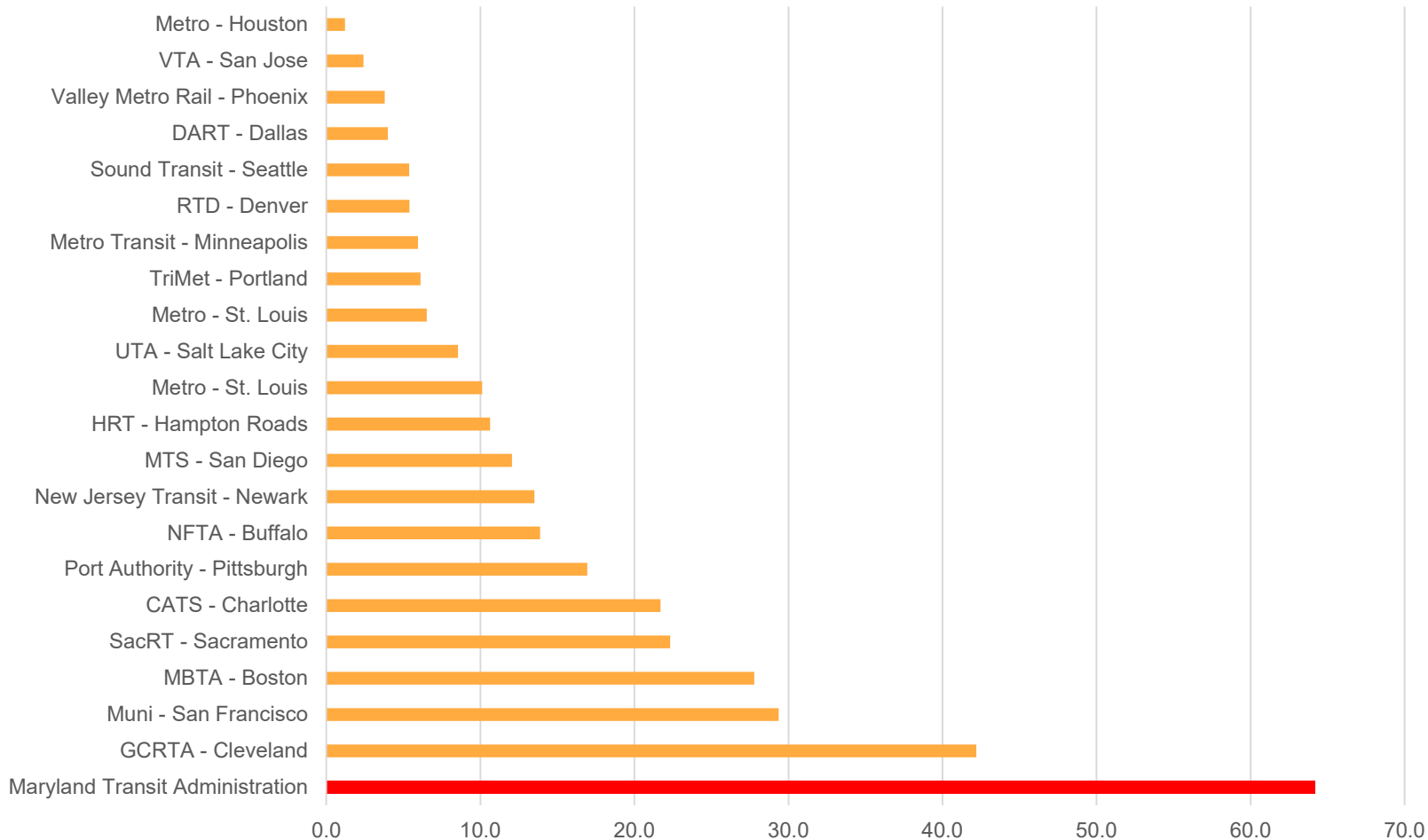


## Heavy Rail Breakdowns



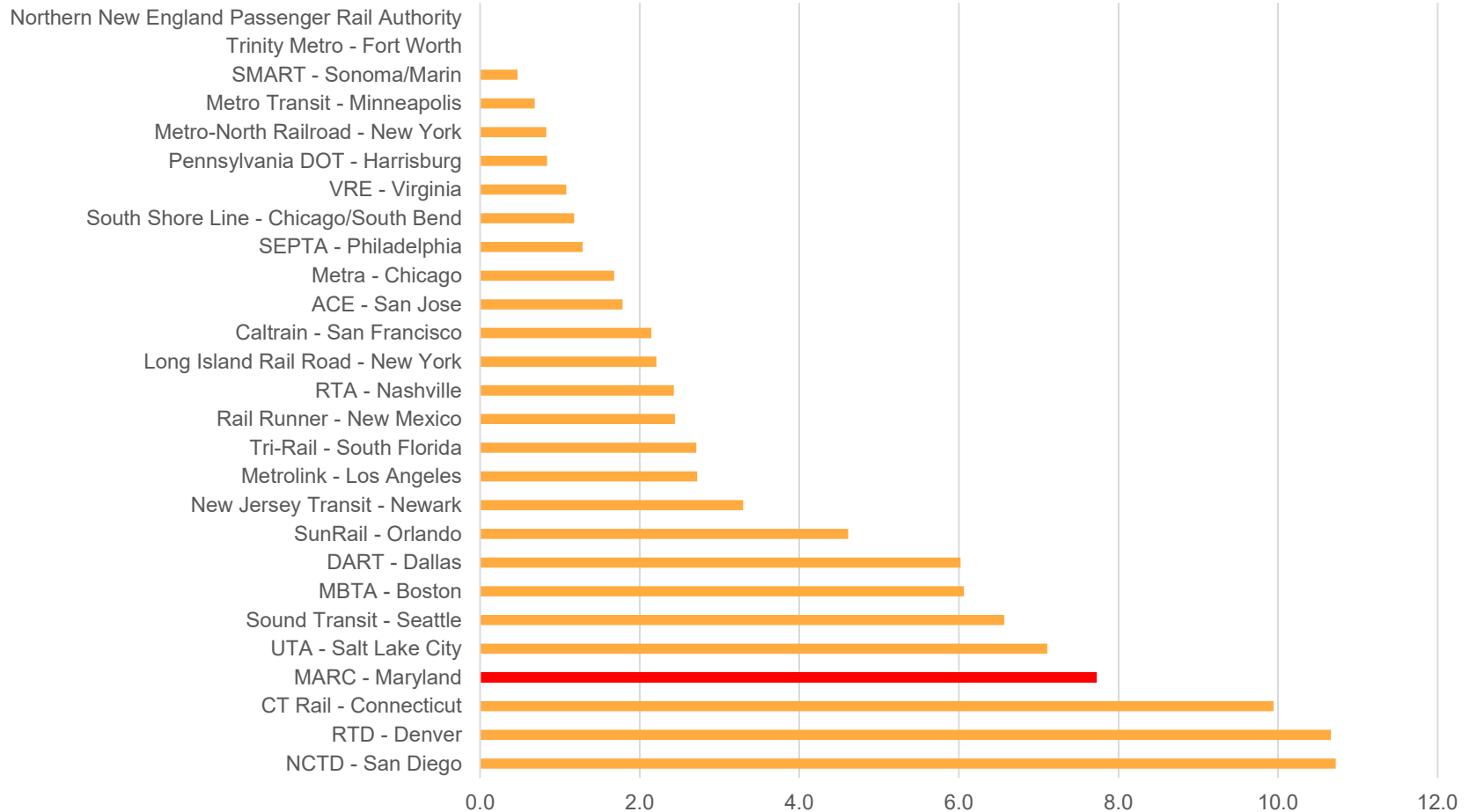
Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

## Light Rail Breakdowns



Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

## Commuter Rail Breakdowns



Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

**How did we get here?**

# Maryland Transit Administration forecasts \$2 billion shortfall over next decade

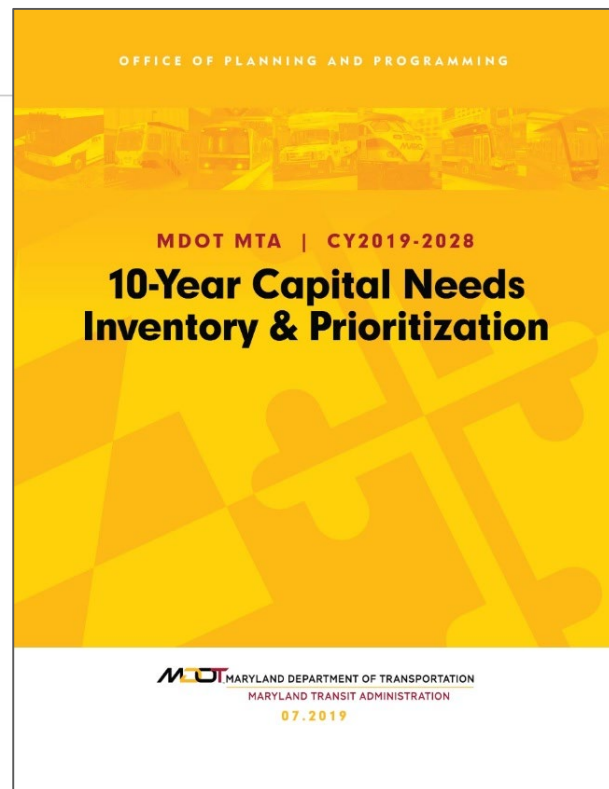


By COLIN CAMPBELL

BALTIMORE SUN | JUL 19, 2019 | 7:00 AM

The Maryland Transit Administration faces a funding shortfall of more than \$2 billion over the next decade — money that is needed to keep the agency's transit systems running safely, in compliance with regulatory requirements, and enhanced with new technology and mobility options, according to the agency's first Capital Needs Inventory.

The report, required as part of last year's Maryland Metro/Transit Funding Act following the [emergency shutdown of the Baltimore Metro Subway](#), identifies \$5.7 billion in necessary spending between now and 2028.



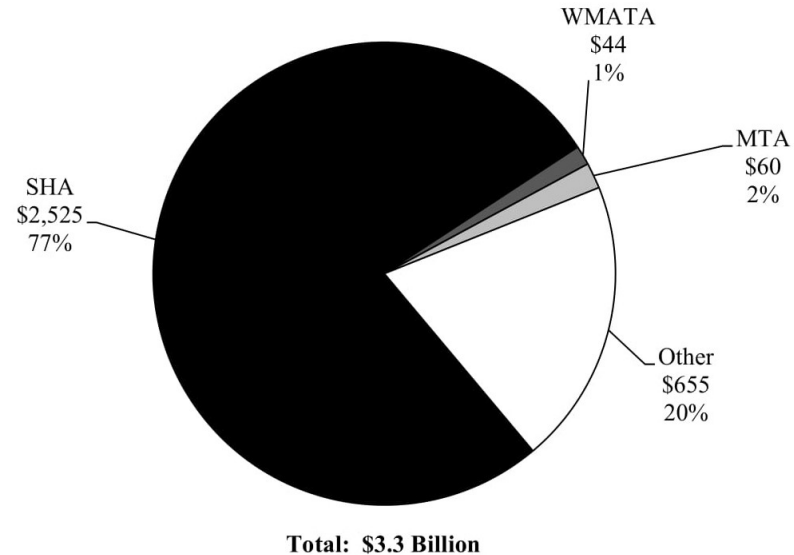
**“At current funding levels, MDOT MTA is unable to fully address the 10-year capital investment needs identified.”**

**MDOT MTA CY2019-2028 10-Year Capital Needs  
Inventory & Prioritization 07.2019, p. 31**

# MDOT Overview

MDOT has made its decision about how to spend TTF dollars over the past 5 years...

**Exhibit 18**  
**Capital Spending Above Fiscal 2013 Base**  
**Fiscal 2014-2019**  
**(\$ in Millions)**



MTA: Maryland Transit Administration

SHA: State Highway Administration

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

So what  
do we  
need?

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THE TRANSIT SAFETY &  
INVESTMENT ACT

**PHASE IN INCREASES  
TO MTA'S CAPITAL  
FUNDING LEVEL TO  
REACH AT LEAST  
\$500M BY FY26**

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## What does the bill do?



- Requires a minimum funding level for MTA capital needs for fiscal years 2023 through 2028
- Requires an annual report to account for how the funds were spent to address projects in the Capital Needs Inventory

# MARC SYSTEM MAP WITH COMMUTER BUSES



MARC Train Frederick Line  
Grade Crossing Signals, \$2.2M

Brunswick Coach  
Maintenance Building, \$26M

MARC Train Brunswick Line  
Station Renovations, \$22M

Commuter Bus Park  
and Rides, \$43.7M

MARC Train Aberdeen  
Station Parking  
Expansion, \$2M

Light RailLink Trackwork -  
BWI Business Park to BWI  
Airport, \$7.4M

MARC Train Bowie Station  
Parking Expansion, \$5.8M

Commuter Bus Park  
and Rides, \$43.7M

- Accessible MARC Stations**  
All commuter buses are accessible and all park & rides have accessible parking.
- All MARC Stations and Park & Rides Have Parking**  
Parking fees vary by station or park & ride; most are free. Commuter bus stops located on streets or at shopping centers do not have parking.
- Many MARC Stations and Park & Rides Have Bike Racks**  
Some stations and park & rides do not have bike racks. Bikes are not permitted on commuter buses. Check the schedules to see which MARC trains permit full-size bikes.

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1-866-RIDE-MTA

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND TRANSIT ADMINISTRATION

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