

# Preparing to Procure a New Fare System

**Paul W. Comfort, Esq.**  
**Administrator & CEO**  
**Maryland Transit Administration**

2017 Fare Collection/Revenue Management  
& TransTech Conferences



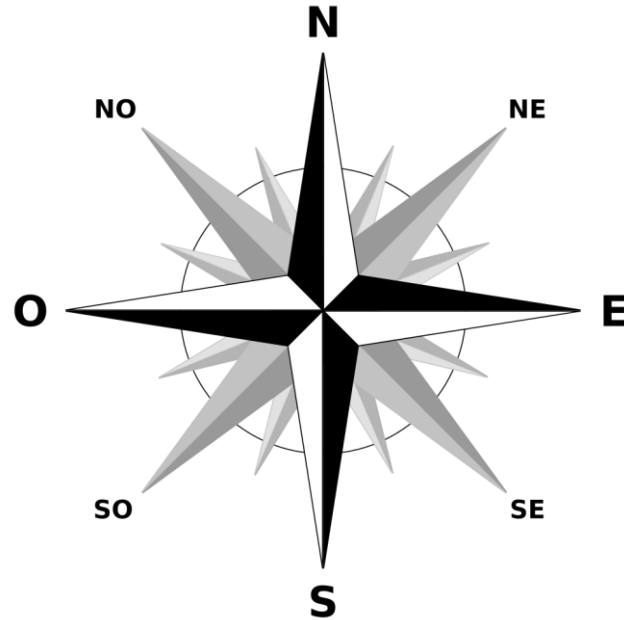
# The Maryland Transit Administration

- ***MTA is the 11<sup>th</sup> largest public transit system in the nation\****
- **Provides services 24/7 and operates more than 1,350 vehicles during peak periods**
- **Annual ridership: More than 111 million riders in FY 2016**
- **MTA employs approx. 3,300 people**
- **\$820 Million Operating Budget  
\$3.1 Billion Capital Budget**



\* Based on NTD Operating Budget Data

# A New Direction & Energy



***Safe, Efficient, Reliable Transit with  
World-class Customer Service***

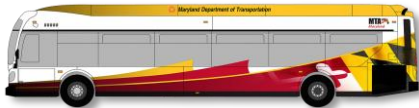
# BaltimoreLink

BaltimoreLink is a new kind of “hub and spoke” transit network offering three classes of service that reinforce the existing Metro SubwayLink, Light RailLink, and MARC Train systems:



**CityLink**

These color-coded, high-frequency routes offer frequent, 24-hour service, form a downtown grid, and radiate out from the city on major streets.



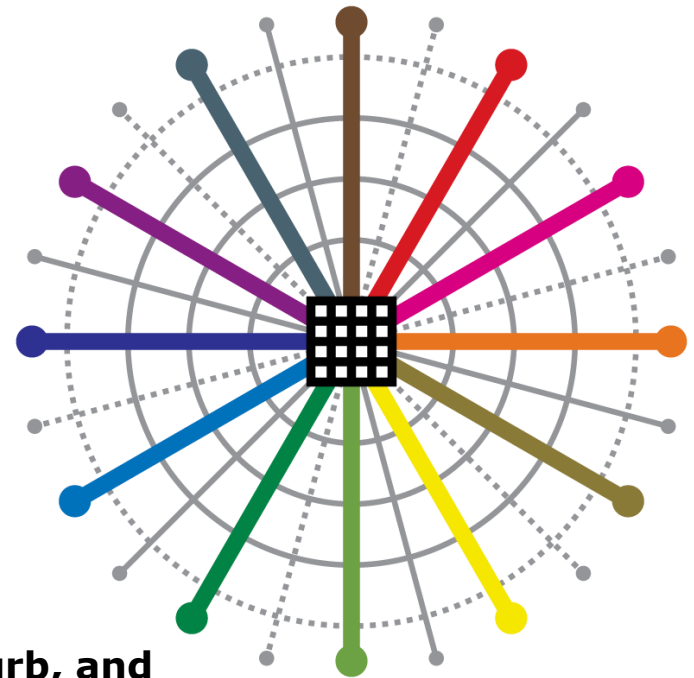
**LocalLink**

These operate on neighborhood streets between the CityLinks and form crosstown “rings.”

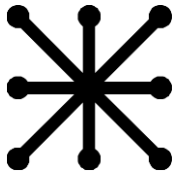


**Express BusLink**

These offer limited-stop service from suburb-to-suburb, and suburb-to-downtown. In June 2016 an express beltway “ring” was created for the first time ever!



# BaltimoreLink



## **New Network Designed for Connectivity and Reliability**

Frequent “grid and spoke” routes are split, realigned, and extended with new runtimes to ensure connectivity and reliability.



## **Capital Improvements Reinforce Connectivity and Reliability**

Bus lanes support the grid downtown, signal priority speeds up the spokes radiating out from that grid, and transfer facilities, real-time and static signs, and clearer maps make connectivity effortless.



## **Historic Level of Public Involvement**

The network design was driven by one of the largest public involvement campaigns in MTA history, and this effort will continue with comprehensive public education in the spring.