



PROPOSED FALL 2022 SERVICE CHANGES

mta.maryland.gov/fall2022





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Introduction

Annual Service Plan Overview

The **Fall 2022 Annual Service Plan** proposes service changes for Fall 2022 as the system continues to rebound from the COVID-19 pandemic. As of February 2022, ridership has recovered to about **59 percent** of its pre-pandemic levels, and is expected to continue rebounding throughout 2022 and 2023 as pandemic-related restrictions are lifted and more residents return to in-person work.

MDOT MTA is proposing the adjustments to core bus routes summarized below to continue **improving access and equity, reducing crowding, shifting excess capacity to other service periods or routes, and improving reliability and travel time**. MDOT MTA will continue to monitor service, traffic congestion, ridership, capacity, and resource availability, and will make minor adjustments seasonally in 2023 as the region continues to emerge from the pandemic and ridership continues to grow.

Annual Service Plan Goals



IMPROVE ACCESS AND EQUITY

Improve access and equity by identifying new and better ways to connect people who depend on transit with jobs and services



REDUCE CROWDING

Ensure the amount of service provided matches ridership demand to minimize crowding



IMPROVE RELIABILITY AND TRAVEL TIME

Reduce travel times on transit to improve customer journeys by adding more direct connections between routes and destinations



Recommendations Summary

CONTINUE TO MONITOR PERFORMANCE AS RIDERSHIP STABILIZES:

- Service changes proposed for Fall 2022 are based on both pre- and post-pandemic ridership trends. No service changes were proposed based on post-pandemic ridership alone, since ridership recovery has yet to stabilize. MDOT MTA will continue to monitor system performance, and minor changes may occur seasonally in 2023.

SERVICE ENHANCEMENTS:

- As residents throughout the region return to in-person work, MDOT MTA is proposing several service enhancements to improve reliability, connectivity, and travel time for riders:
 - A new **QuickLink 40 pilot route** is proposed to offer limited-stop service from North Bend Road in Westgate to the Essex Park & Ride. The route would operate along Edmondson Avenue, Franklin and Mulberry Streets, US-40, Fayette and Baltimore Streets, East Lombard Street, and Eastern Avenue. Supplementing CityLinks Blue and Orange, the proposed QuickLink 40 would provide faster east-west service and a shorter travel time across Baltimore.
 - To improve the reliability of **CityLink Yellow**, the route's UMBC branch is proposed to be discontinued; service would operate to the Beltway Business Community on Commerce Drive instead. In the branch's place, a new **LocalLink 32** is proposed to operate from UMBC to the Patapsco Light Rail Station along Washington Boulevard and Lansdowne Road. CityLink Yellow's existing branch to the Patapsco Light Rail Station would remain unchanged.
 - To improve the connectivity of **LocalLink 26**, the route is proposed to be extended from the South Baltimore Park & Ride (aka Brooklyn Park & Ride) to the Patapsco Light Rail Station, where numerous bus and light rail connections are available.
 - Similarly, late-night trips on **CityLink Silver** are proposed to be extended from Johns Hopkins University to Morgan State University to improve late-night connectivity for riders.

SERVICE ADJUSTMENTS TO MATCH CURRENT DEMAND:

- MDOT MTA continues to monitor ridership demand on an ongoing basis, including evaluations of trends before, during, and after COVID-19 to determine how best to allocate resources between routes. The resources for the proposed service enhancements above would be reallocated from the following proposed service adjustments:
 - Since **CityLink Purple** duplicates other service between City Hall and Johns Hopkins Hospital, it is proposed to be shortened at City Hall. The shortened route would operate between Catonsville or Paradise and City Hall. The shortened route would also be more reliable since the current segment between City Hall and Johns Hopkins Hospital is frequently impacted by traffic congestion, hampering the reliability of the rest of the route.
 - Due to low ridership, **LocalLink 75's** branch to Parkway Center is proposed to be discontinued. The rest of the route would remain unchanged: all trips would operate to Arundel Mills Mall.
 - Similarly, due to low ridership, **Express BusLink 103's** reverse-commuting branch to Midway (Kirk Avenue and Curtain Avenue) is proposed to be discontinued. Additionally, since traditional 9-to-5 commuting has not yet recovered to pre-pandemic levels, the main route's service is proposed to be reduced to four southbound trips to Downtown Baltimore in the morning, and four northbound trips to Cromwell Bridge Park & Ride in the afternoon.

DISCONTINUED ROUTES:

- **Express BusLink 104** is proposed to be discontinued due to low pre- and post-pandemic ridership. Loch Raven Boulevard would still be served by CityLink Green, LocalLink 53, and Express BusLink 103, which Express BusLink 104 largely duplicates.

Public Comments and Hearings

Participation Timeline



APRIL 13, 2022

Proposed changes published for public comments.



Submit comments online at
mta.maryland.gov/fall2022



Email comments to
HearingComments@mdot.maryland.gov



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



MAY 24 AND MAY 25, 2022

Three **virtual** public hearings will be held to gather public testimony.
If you cannot participate in a hearing you can still submit written testimony:



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



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



JUNE 27, 2022

Public comment period closes at midnight.



MID-AUGUST, 2022

Final service changes announced after review and incorporation of public comments.



AUGUST 28, 2022

Service changes go into effect.

Public Comments and Hearings

Virtual Public Hearings

To continue to mitigate the spread of COVID-19 and to protect the public and our team members, all three public hearings will remain **virtual**. All hearing sessions will be open to the public and will be hosted on Zoom via the website below. All hearing sessions will also be streamed on MDOT MTA's Youtube channel.

Join any virtual public hearing below at **mta.maryland.gov/fall2022** or by calling **301-715-8592**, then entering the meeting ID for the hearing.

If you intend to provide testimony at a virtual public hearing, you are encouraged to register in advance at **mta.maryland.gov/fall2022** or by calling **410-767-3999**. Additional hearing information is available on the website above or by calling **410-539-5000**.



VIRTUAL HEARING: TUESDAY, MAY 24, 2022

5:00 P.M. TO 7:00 P.M.

MEETING ID: 889 4087 3712



VIRTUAL HEARING: WEDNESDAY, MAY 25, 2022

12:00 P.M. TO 2:00 P.M.

MEETING ID: 876 9783 6638



VIRTUAL HEARING: WEDNESDAY, MAY 25, 2022

4:00 P.M. TO 6:00 P.M.

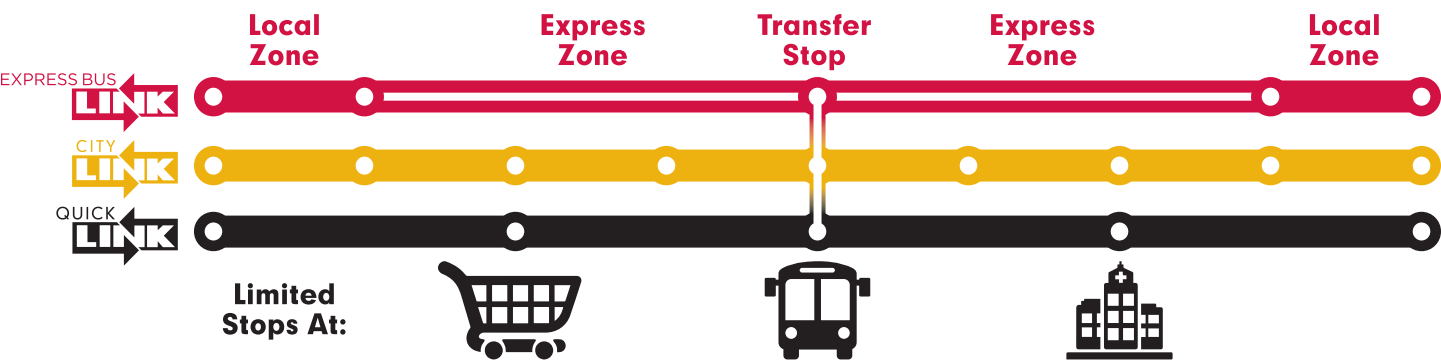
MEETING ID: 871 3242 1947

Service Enhancements

QuickLink 40 Pilot

PROPOSED SERVICE TYPE:

A new type of QuickLink service is proposed to offer faster, limited-stop service along busy CityLink corridors. As shown in the comparative diagram below, in order to be able to provide faster service, QuickLink service would stop *less* often than the typical CityLink route, but *more* often than the typical Express BusLink route. These limited stops would focus on serving **major transfer points and activity centers** without serving the minor stops in between, which would continue to be served by other routes:



PROPOSED SERVICE LEVEL:

As shown below, the pilot route for the new limited-stop service, **QuickLink 40**, is initially proposed to offer weekday service every 20 to 30 minutes. This initial service level would be monitored carefully through 2023 to determine how well it is meeting ridership demand. Service levels may be adjusted in February, June, and/or August as needed.

PROPOSED SERVICE LEVEL FOR QUICKLINK 40				
Weekday Start Time	Weekday A.M. Peak (6 A.M. to 9 A.M.)	Weekday Midday (9 A.M. to 2 P.M.)	Weekday P.M. Peak (2 P.M. to 6 P.M.)	Weekday End Time
6:00 A.M.	20 minutes	30 minutes	20 minutes	6:00 P.M.

PROPOSED ROUTING AND STOPS:

A map and table of QuickLink 40's proposed street routing and limited stops is on the next page. QuickLink 40 is proposed to offer faster east-west travel between North Bend Road in Westgate and the Essex Park & Ride. The route would operate on Edmondson Avenue, Franklin and Mulberry Streets, US-40, Fayette and Baltimore Streets, East Lombard Street, and Eastern Avenue.

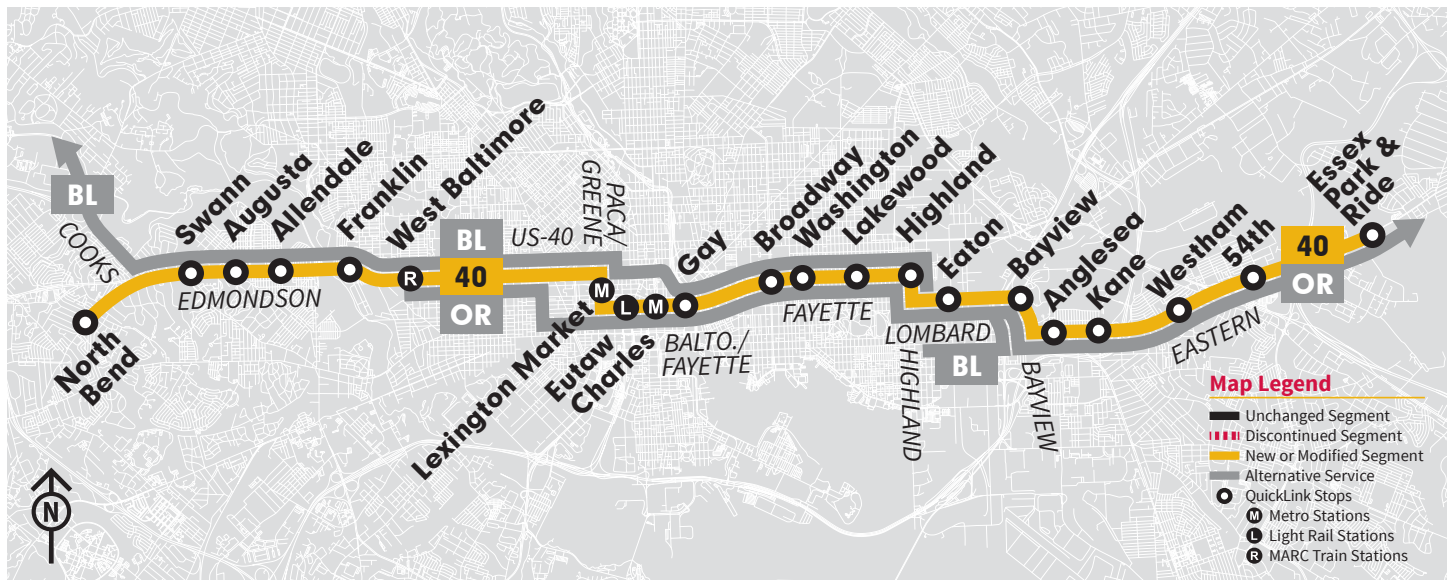
CITYLINK BLUE: PROPOSED SERVICE LEVEL ADJUSTMENT IN RESPONSE:

CityLinks Blue and Orange would continue operating alongside QuickLink 40 in order to continue providing local service to stops that wouldn't be served by QuickLink 40. Given the overlapping service and anticipated ridership distribution among all three routes, MDOT MTA is proposing a slight reduction in service on **CityLink Blue** to efficiently balance resources:

CURRENT AND PROPOSED SERVICE LEVEL FOR CITYLINK BLUE							
	Weekday Early	Weekday A.M. Peak	Weekday Midday	Weekday P.M. Peak	Weekday Evening	Saturday	Sunday
Current	15-30 minutes	10 minutes	15 minutes	10 minutes	20 minutes	15-30 minutes	15-30 minutes
Proposed	No change	15 minutes	No change	15 minutes	No change	No change	No change

Service Enhancements

MAP AND TABLE OF QUICKLINK 40'S PROPOSED ROUTING AND STOPS:



PROPOSED STOPS FOR QUICKLINK 40

Stop Name	Eastbound Stop Location	Westbound Stop Location
North Bend (Westgate)	Edmondson & North Bend EB (Stop #4393)	Edmondson & North Bend EB (Stop #4393)
Swann (Edmondson Village)	Edmondson & Swann EB (Stop #10905)	Edmondson & Swann WB (Stop #4708)
Augusta (Edmondson Village)	Edmondson & Augusta EB (Stop #8585)	Edmondson & Augusta WB (Stop #4695)
Allendale (Allendale)	Edmondson & Allendale EB (Stop #4423)	Edmondson & Allendale WB (Stop #4689)
Franklin (Mosher)	Franklin & Edmondson EB (Stop #4429)	Franklin & Edmondson WB (Stop #4686)
West Baltimore MARC	West Baltimore MARC Bay 2 (Stop #14108)	West Baltimore MARC Bay 2 (Stop #14108)
Lexington Market	Greene & Lexington SB (Stop #1258)	Paca & Saratoga NB (Stop #10545)
Eutaw (Baltimore Arena)	Baltimore & Eutaw EB (Stop #2323)	Fayette & Eutaw WB (Stop #126)
Charles (Charles Center)	Baltimore & Charles EB (Stop #66)	Fayette & St. Paul WB (Stop #285)
Gay (City Hall)	Baltimore & Frederick EB (Stop #815)	Fayette & Gay WB (Stop #283)
Broadway (Washington Hill)	Fayette & Broadway EB (Stop #4467)	Fayette & Broadway WB (Stop #6326)
Washington (Butchers Hill)	Fayette & Washington EB (Stop #4471)	Fayette & Washington WB (Stop #4650)
Lakewood (McElderry Park)	Fayette & Glover EB (Stop #4477)	Fayette & Lakewood WB (Stop #4645)
Highland (Ellwood Park)	Fayette & Highland EB (Stop #4483)	Fayette & Highland WB (Stop #4639)
Eaton (Baltimore Highlands)	Lombard & Eaton EB (Stop #8589)	Lombard & Eaton WB (Stop #4635)
Bayview (Johns Hopkins Bayview)	Bayview & Hopkins Bayview SB (Stop #10536)	Bayview & Hopkins Bayview NB (Stop #10542)
Anglesea (Greektown)	Eastern & Anglesea EB (Stop #1919)	Eastern & Anglesea WB (Stop #2022)
Kane (Joseph Lee)	Eastern & Kane EB (Stop #4494)	Eastern & Kane WB (Stop #12160)
Westham (Eastwood)	Eastern & Westham EB (Stop #4499)	Eastern & Westham WB (Stop #4614)
54th (Eastpoint)	Eastern & 54th EB (Stop #8658)	Eastern & 54th WB (Stop #7587)
Essex Park & Ride	Eastern & Essex P&R WB (Stop #7585)	Eastern & Essex P&R WB (Stop #7585)

Service Enhancements

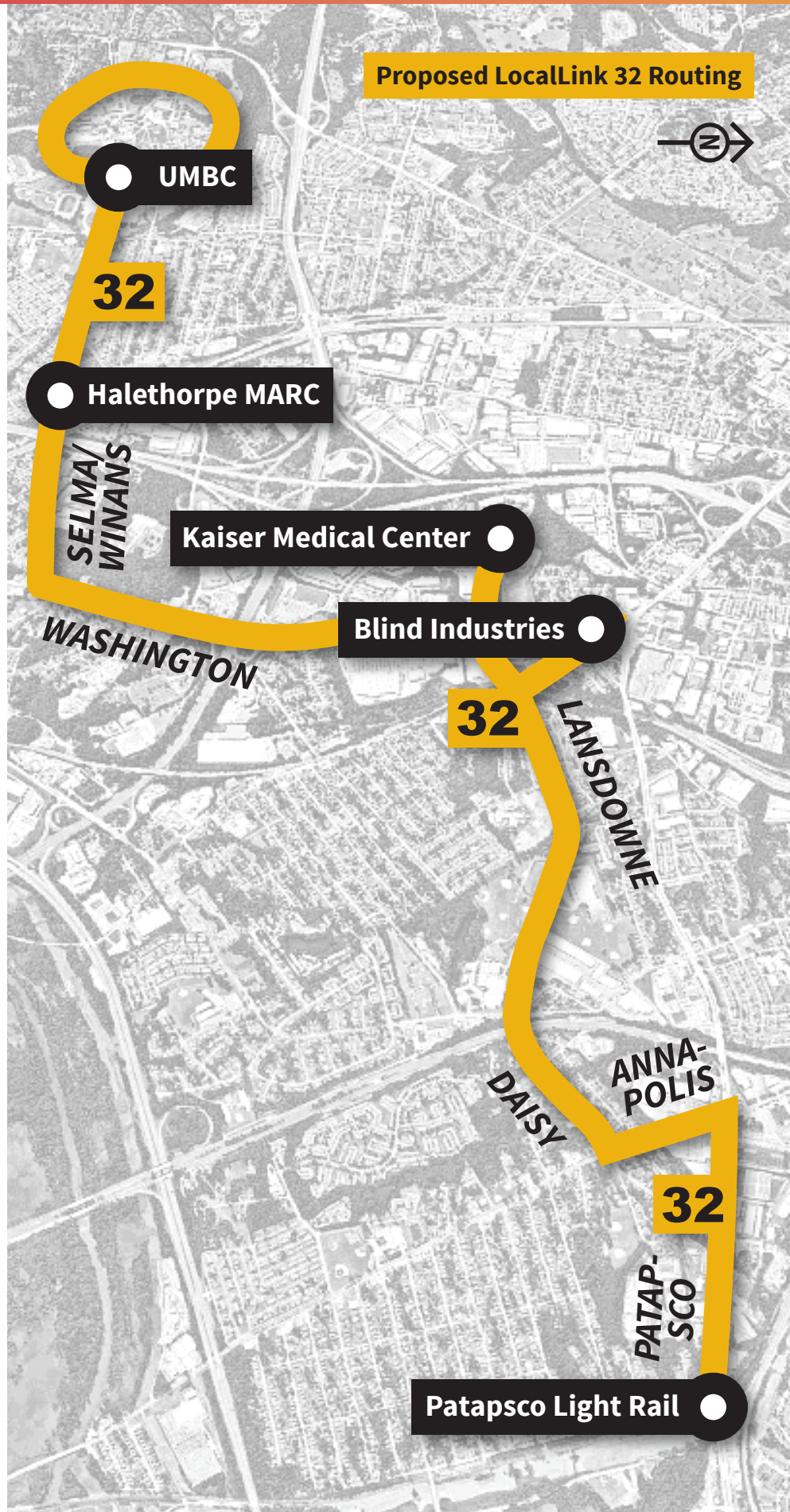
CityLink Yellow and LocalLink 32: Overview

To improve the reliability of CityLink Yellow, the route's UMBC branch is proposed to be discontinued; service would operate to the Beltway Business Community on Commerce Drive instead. The route's other branch to Patapsco Light Rail Station would remain unchanged.

A new LocalLink 32 is proposed to operate from UMBC to Patapsco Light Rail Station. The route would serve Hilltop Circle, Poplar Avenue, Shelbourne Road, Linden Avenue, Oregon and Carville Avenues, Francis Avenue, Selma and Winans Avenues, Washington Boulevard, Lansdowne Road, Daisy Avenue, Annapolis Road, and Patapsco Avenue.

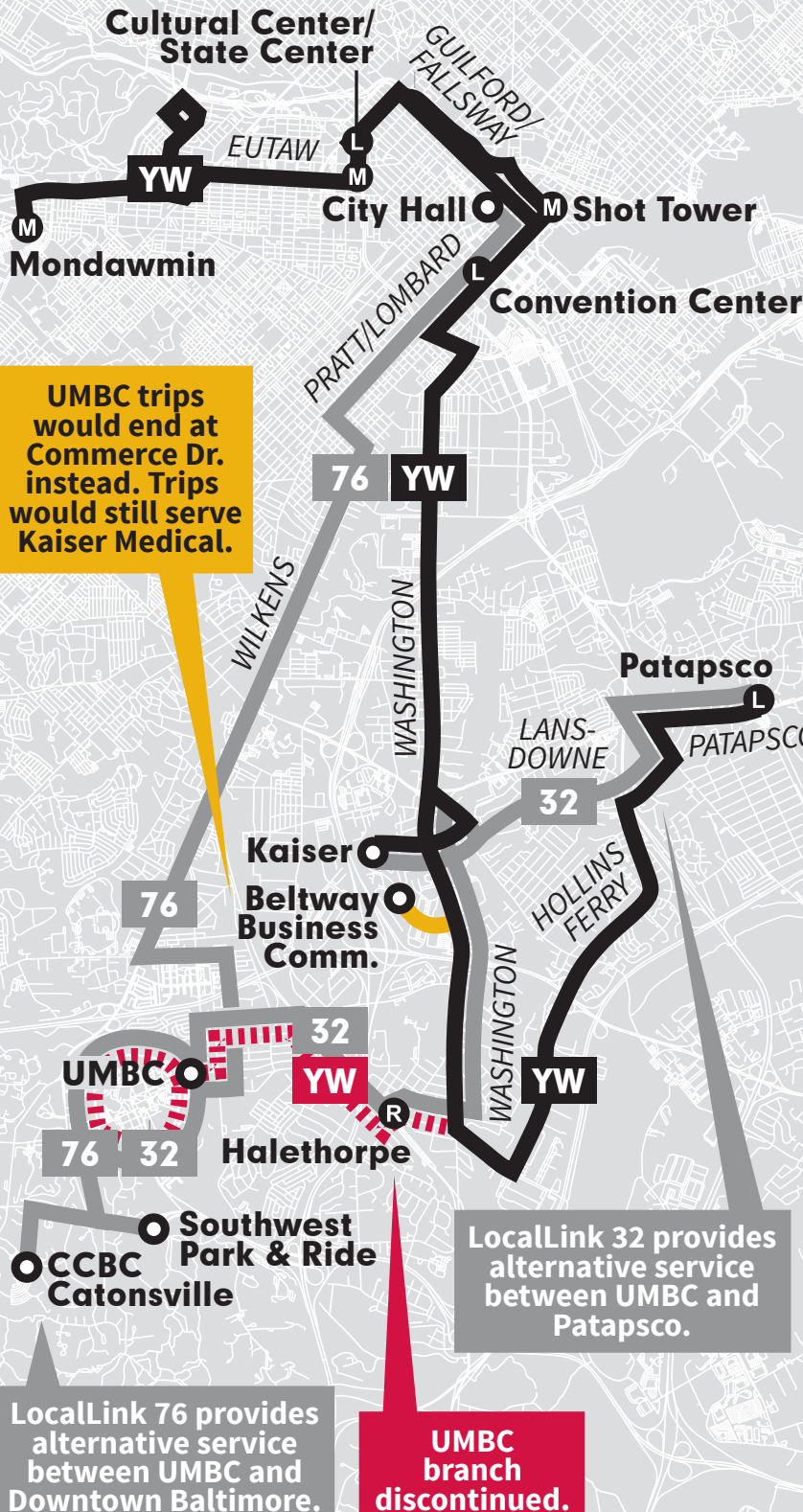
This new route would maintain the connection between UMBC and various points of interest along Washington Boulevard. It would also provide a new, more direct crosstown connection between UMBC, Light Rail, MARC Train (e.g., Halethorpe MARC Train Station), medical services (e.g., Kaiser Medical Center), schools (e.g., Lansdowne Elementary, Middle, and High Schools), and retail areas.

The proposed LocalLink 32 and the proposed changes to CityLink Yellow are shown in more detail on the following pages.



Service Enhancements

Proposed Changes to CityLink Yellow



CityLink Yellow: Proposed Removal of UMBC Branch

As described on the previous page, to improve the reliability of CityLink Yellow, the route's UMBC branch is proposed to be discontinued; service would operate to the Beltway Business Community on Commerce Drive instead. The route's other branch to the Patapsco Light Rail Station would remain unchanged.

As shown in the maps at left and on the next page, to maintain a connection between UMBC and various points of interest along Washington Boulevard, a new LocalLink 32 is proposed to pick up CityLink Yellow's former UMBC branch and operate from UMBC to the Patapsco Light Rail Station.

No change is proposed to either weekday or weekend service frequencies on CityLink Yellow, and its operating hours would also remain unchanged.

A direct connection between UMBC and Downtown Baltimore would still be provided by LocalLink 76.

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
 - Metro Stations
 - Light Rail Stations
 - MARC Train Stations

Service Enhancements

LocalLink 32: Proposed New Route

A new LocalLink 32 is proposed to pick up CityLink Yellow's former UMBC branch. As described on previous pages, the route would provide a new, more direct crosstown connection between UMBC, Light Rail, MARC Train, medical services, schools, and retail areas.

LocalLink 32 is proposed to operate daily from 6:00 A.M. to midnight, and the route's proposed service level is shown below. Exact stop locations on Lansdowne Road have not yet been determined.

	PROPOSED SERVICE LEVEL
WEEKDAY EARLY	60 minutes
WEEKDAY A.M. PEAK	30 minutes
WEEKDAY MIDDAY	30 minutes
WEEKDAY P.M. PEAK	30 minutes
WEEKDAY EVENING	60 minutes
SATURDAY	60 minutes
SUNDAY	60 minutes

Map Legend

- Unchanged Segment
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Service Enhancements

LocalLink 26

LocalLink 26's current southern endpoint at the South Baltimore (aka Brooklyn) Park & Ride is proposed to be extended to Patapsco Light Rail Station via Patapsco Avenue.

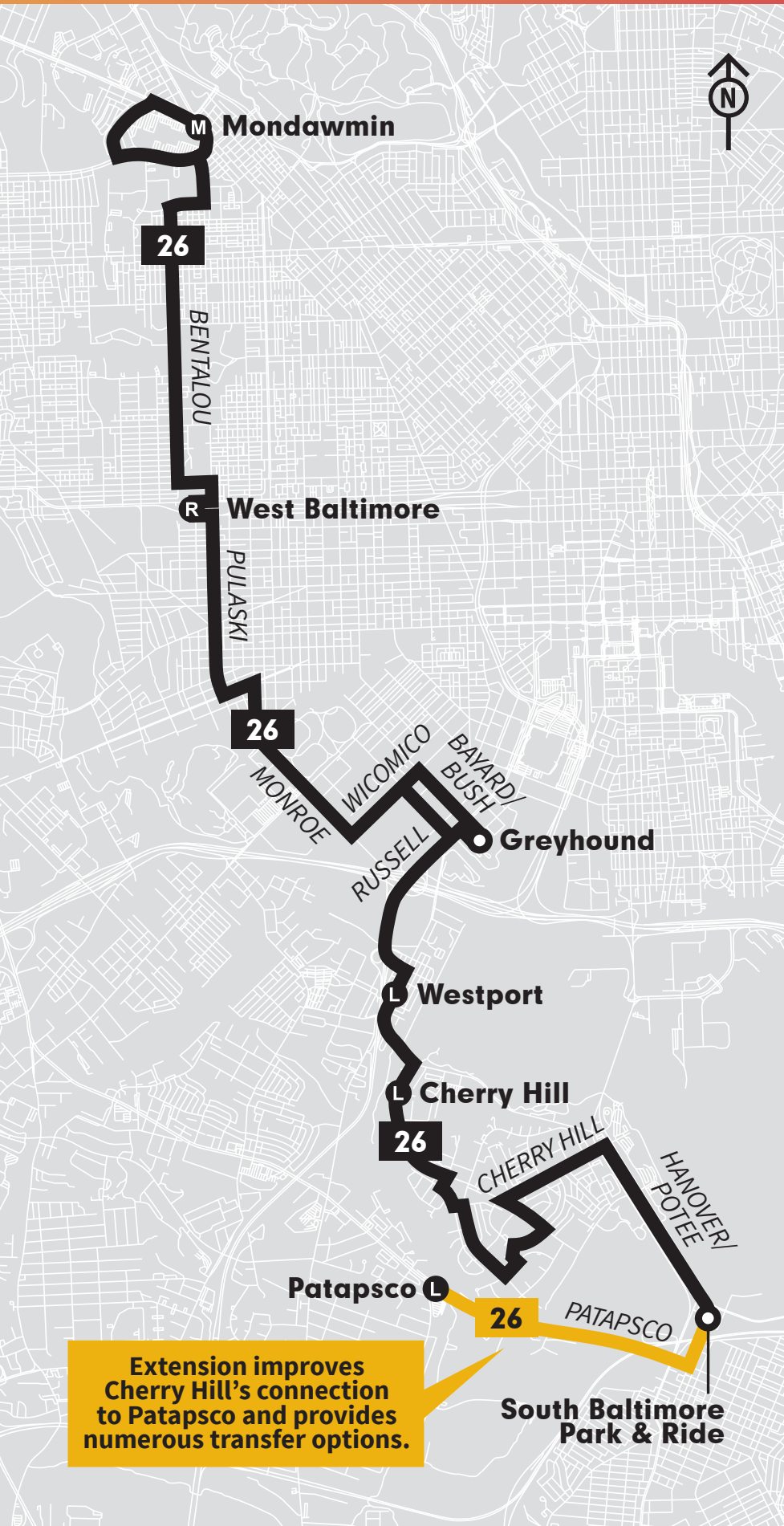
The route's extension would improve Cherry Hill's access to Patapsco Light Rail Station: while LocalLink 71 already provides a westbound travel connection between Cherry Hill and Patapsco, extending LocalLink 26 would add a more frequent *eastbound* travel connection between Cherry Hill and Patapsco such that Cherry Hill residents would be able to catch a bus in *either direction* to connect to the Patapsco Light Rail Station.

Additionally, extending LocalLink 26 to the Patapsco Light Rail Station would improve transfer opportunities, since numerous bus and Light Rail connections are available at the station.

No change is proposed to either weekday or weekend service frequencies on LocalLink 26, and its operating hours would also remain unchanged.

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
 - M Metro Stations
 - L Light Rail Stations
 - R MARC Train Stations



Service Enhancements

CityLink Silver

To improve late-night connectivity for riders traveling along 33rd Street and lower Loch Raven Boulevard, all weekday and weekend late-night trips on CityLink Silver are proposed to be extended from Johns Hopkins University to Morgan State University.

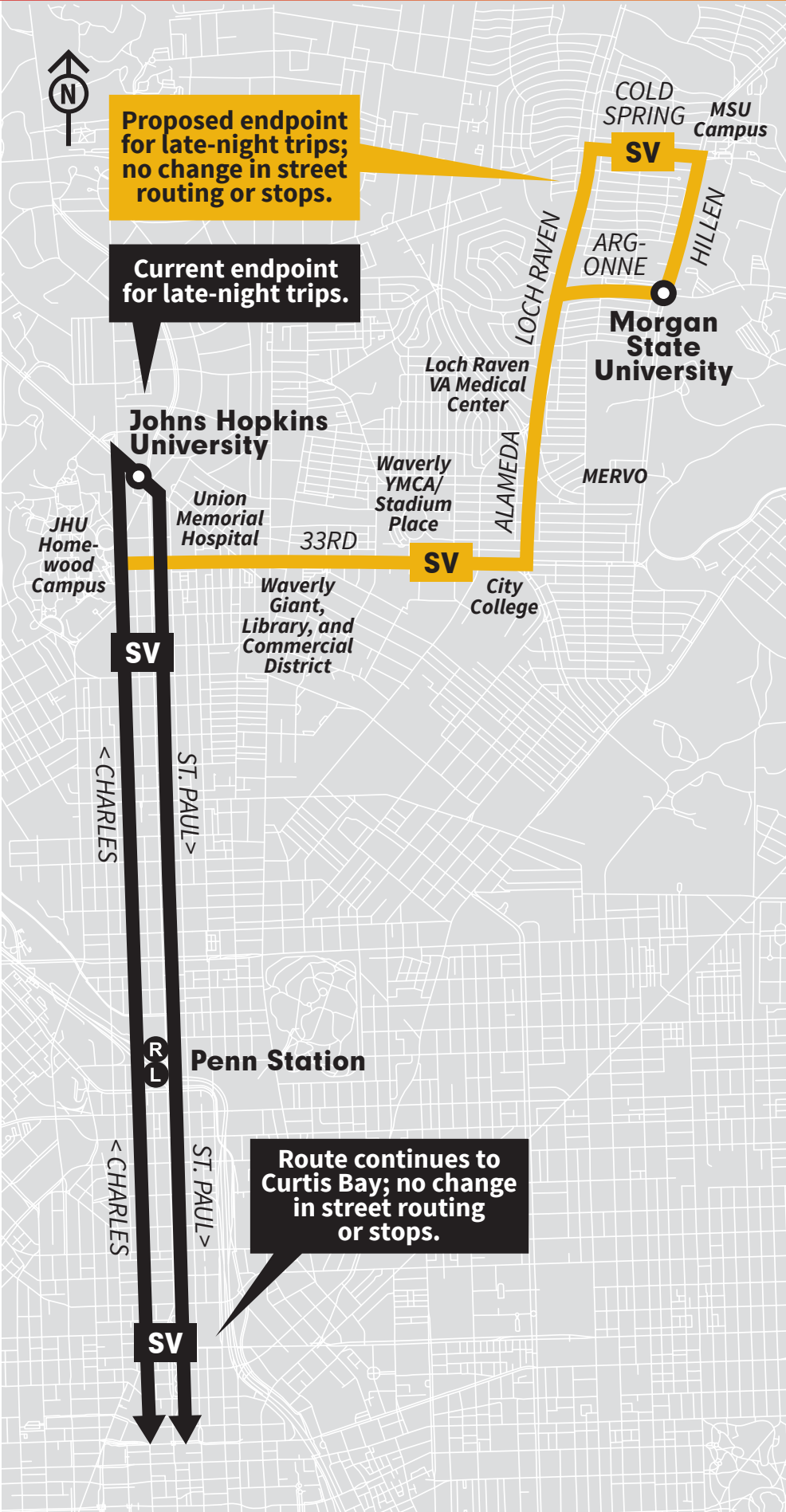
Approximately five late-night round trips that currently end at Johns Hopkins University would continue traveling north. On Saturdays approximately four late-night round trips would continue traveling north, and on Sundays approximately three late-night round trips would continue traveling north.

Apart from these extended trips, no changes are proposed to the route's street routing, service frequency, or operating hours.

	CURRENT SERVICE	APPROX. PROPOSED SERVICE
LAST WEEKDAY TRIP TO/ FROM MSU	11:30 P.M./ 11:06 P.M.	3:45 A.M./ 3:45 A.M. (5 addt'l round trips)
LAST SATURDAY TRIP TO/ FROM MSU	11:33 P.M./ 11:13 P.M.	3:00 A.M./ 2:45 A.M. (4 addt'l round trips)
LAST SUNDAY TRIP TO/FROM MSU	11:40 P.M./ 11:16 P.M.	2:00 A.M./ 1:45 A.M. (3 addt'l round trips)

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
 - M Metro Stations
 - L Light Rail Stations
 - R MARC Train Stations



Monitoring Ridership Patterns and Route Productivity

The following section proposes adjustments to three routes — CityLink Purple, LocalLink 75, and Express BusLink 103.

Proposed adjustments are based on MDOT MTA's ongoing ridership monitoring before, during, and after COVID-19. These adjustments would increase the efficiency of routes and free resources to determine how best to allocate them toward reliability and access improvements elsewhere in the system.

Proposed adjustments for CityLink Purple, LocalLink 75, and Express BusLink 103 were driven by observing ridership trends on these three routes over the last three years, and concluding that certain operational efficiencies could be gained by trimming unproductive or duplicative service and reallocating it.

For example, if traditional 9-to-5 commuting to Downtown Baltimore has not yet returned to pre-pandemic levels, this presents an opportunity in which downtown-centric express service could be reallocated to other routes that have retained higher ridership. As mentioned above, should demand for 9-to-5 commuting increase again, MDOT MTA could reallocate resources in future service changes to respond to that demand.

Similarly, current overlapping routes could be trimmed or combined to reallocate the overlapping service to new areas or to new types of service that aren't as duplicative.

Taken together, service adjustments like those proposed in this section make the entire MDOT MTA system more productive and more reliable by ensuring that resources are focused on increasing the system's overall connectivity and access for transit-dependent populations.

Service Adjustments

CityLink Purple

CityLink Purple duplicates other service between City Hall and Johns Hopkins Hospital. It is therefore proposed to be shortened at City Hall. The shortened route would operate between Catonsville or Paradise and City Hall.

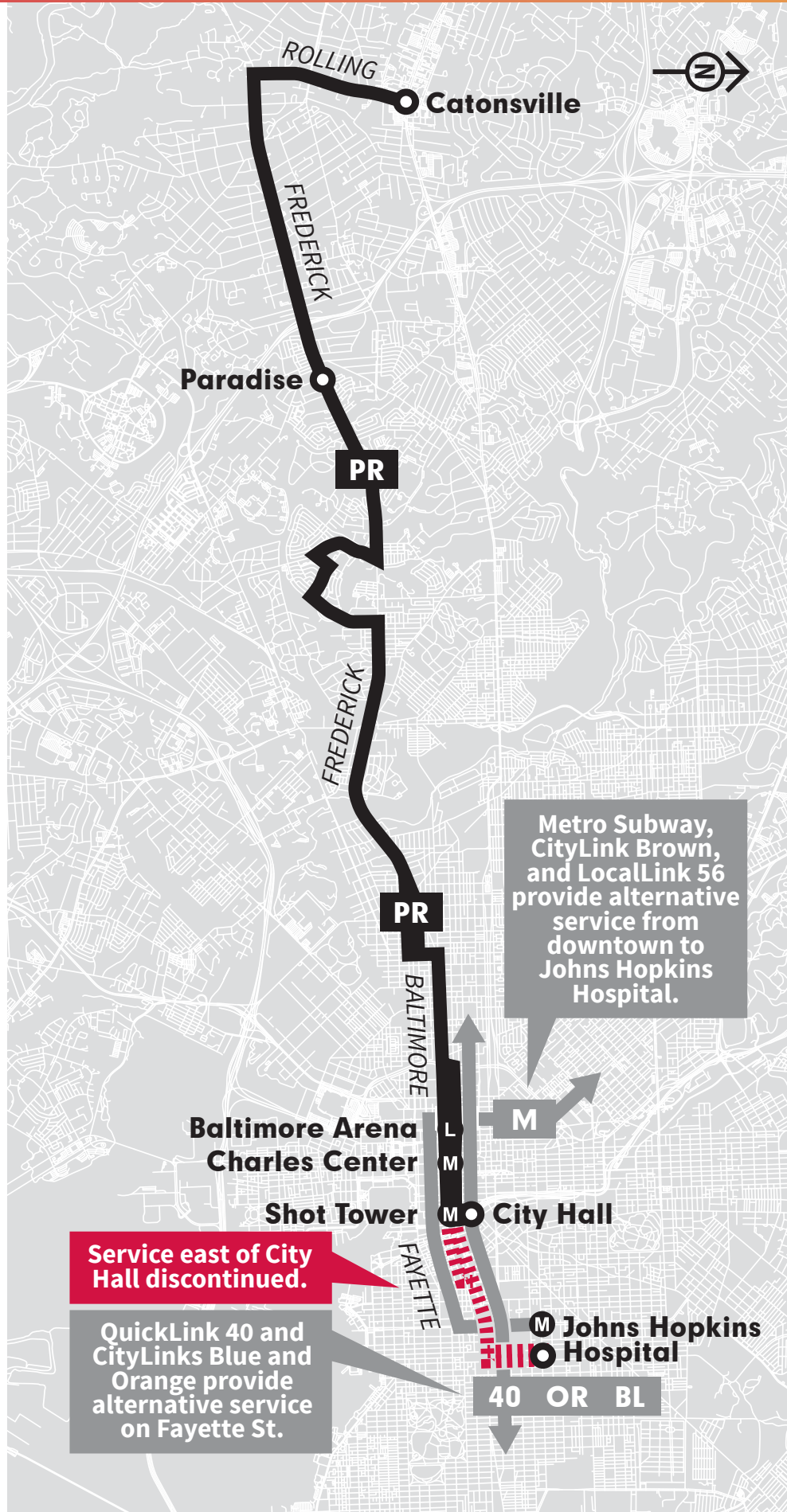
The shortened route would also be more reliable since the current segment between City Hall and Johns Hopkins Hospital is frequently impacted by traffic congestion, hampering the reliability of the rest of the route.

Not only would CityLinks Orange and Blue (and the proposed QuickLink 40) continue to provide frequent service on Fayette Street west of Downtown Baltimore, but a direct connection between Johns Hopkins Hospital and Downtown Baltimore would still be provided by the Metro Subway, CityLink Brown, and LocalLink 56.

No change is proposed to either weekday or weekend service frequencies on CityLink Purple, and its operating hours would also remain unchanged.

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
 - M Metro Stations
 - L Light Rail Stations
 - R MARC Train Stations



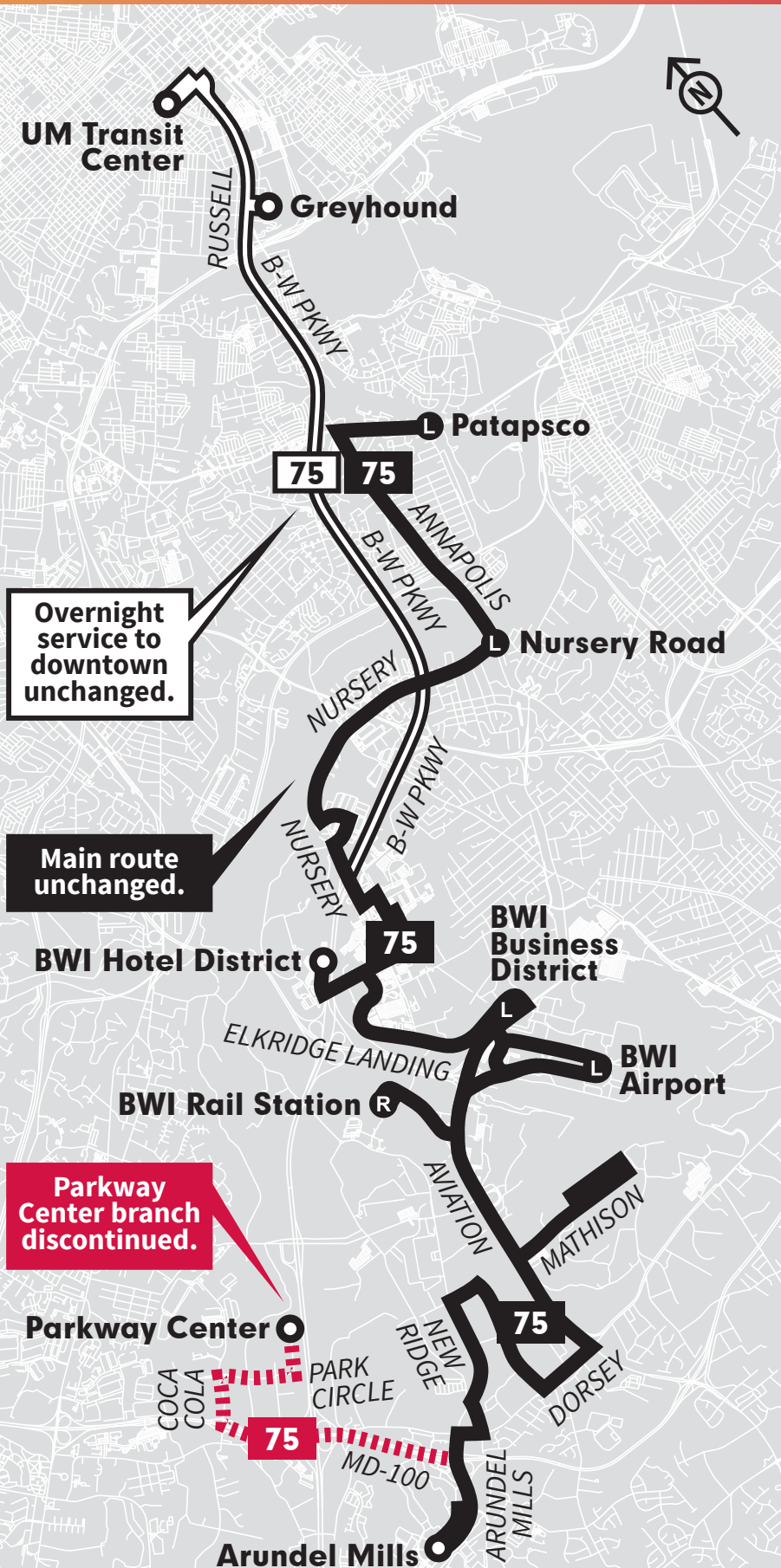
Service Adjustments

LocalLink 75

Due to low ridership, LocalLink 75's branch to Parkway Center is proposed to be discontinued. The rest of the route would remain unchanged: to maintain the rest of the route's approximately hourly service, all trips that currently operate to Parkway Center would end at Arundel Mills Mall instead.

Approximately nine bus stops along Park Circle Drive and Standard Drive in the Parkway Center Industrial Park would be discontinued with no alternative service available.

No change is proposed to either weekday or weekend service frequencies on LocalLink 75, and its operating hours would also remain unchanged. Overnight service to Downtown Baltimore would remain unchanged as well.



Map Legend

- Unchanged Segment
- Limited Service Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
- M Metro Stations
- L Light Rail Stations
- R MARC Train Stations

Service Adjustments

Express BusLink 103

As shown on the map at right, due to low ridership, Express BusLink 103's reverse-commuting branch to Midway (Kirk Avenue and Curtain Avenue) is proposed to be discontinued.

The discontinued segment on Greenmount Avenue would still be served by CityLink Red and LocalLink 52, while the discontinued segment on Kirk and Homewood Avenues would still be served by CityLink Green, LocalLink 52, and LocalLink 53.

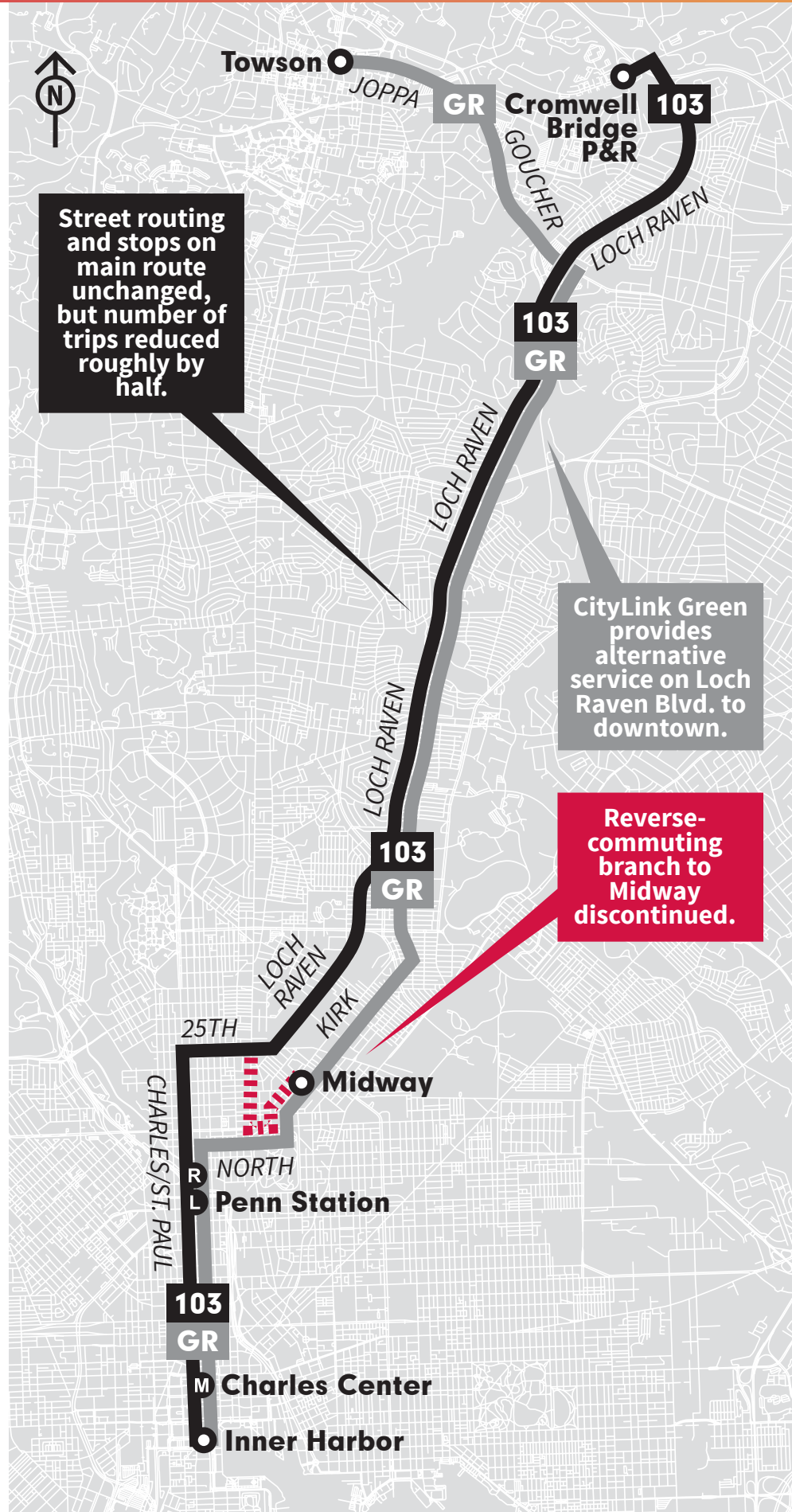
Additionally, as discussed in the section introduction, since traditional 9-to-5 commuting has not yet recovered to pre-pandemic levels, the main route's service is proposed to be reduced to four southbound trips to Downtown Baltimore in the morning, and four northbound trips to Cromwell Bridge Park & Ride in the afternoon.

Other than the proposed discontinuation of the route's Midway branch, the rest of Express BusLink 103's street routing and limited stops would remain unchanged.

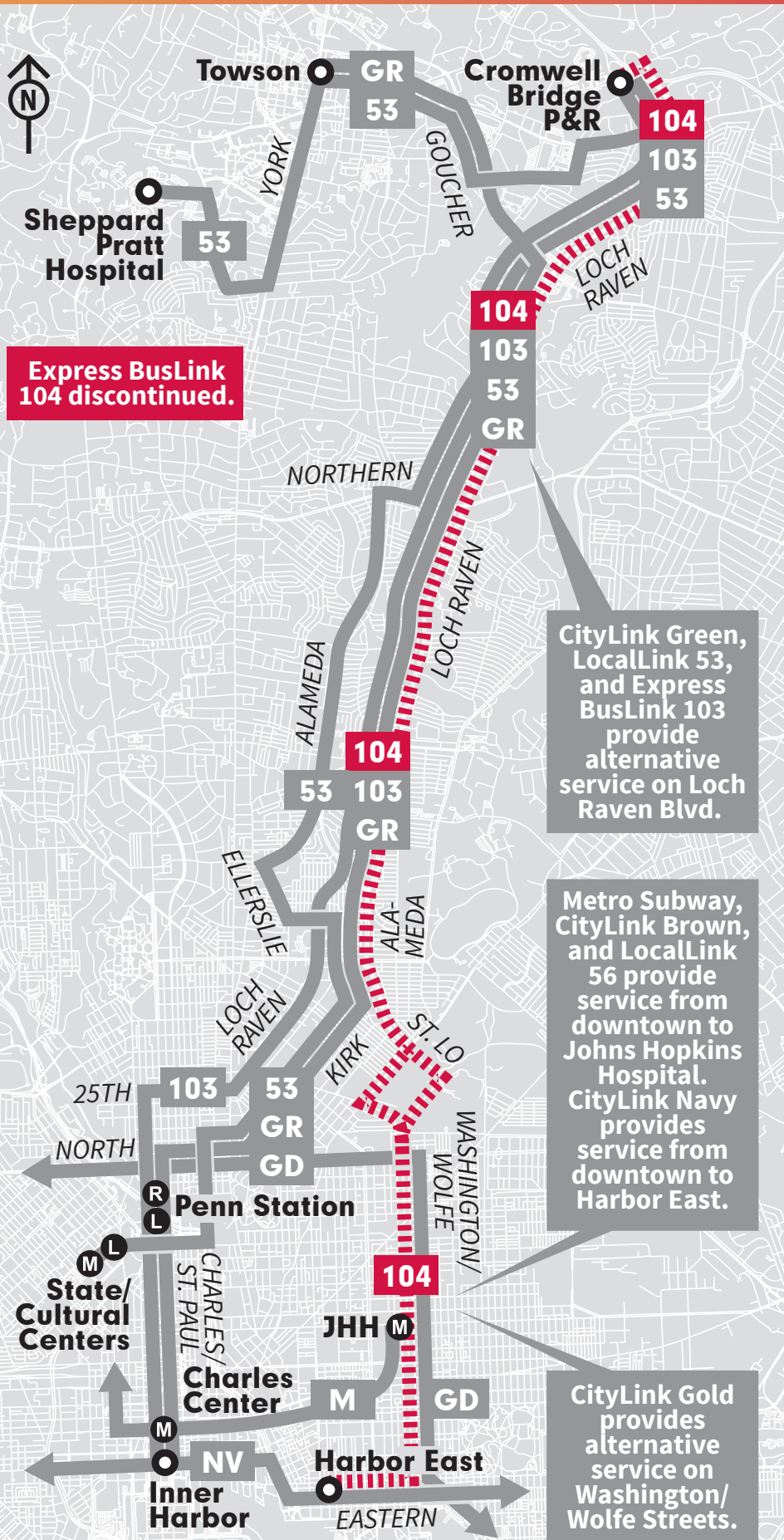
	CURRENT SERVICE LEVEL	PROPOSED SERVICE LEVEL
WEEKDAY A.M. PEAK	8 trips	4 trips
WEEKDAY P.M. PEAK	7 trips	4 trips

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
- M Metro Stations
- L Light Rail Stations
- R MARC Train Stations



Discontinued Routes



Express BusLink 104

Express BusLink 104 is proposed to be discontinued due to low pre- and post-pandemic ridership. The route currently offers one southbound trip to Harbor East in the morning and one northbound trip to Cromwell Bridge Park & Ride in the afternoon.

Loch Raven Boulevard would still be served by CityLink Green, LocalLink 53, and Express BusLink 103, which Express BusLink 104 largely duplicates.

Riders who need to travel from points along Loch Raven Boulevard to Johns Hopkins Hospital would be able to take CityLink Green or Express BusLink 103 to Downtown Baltimore, then transfer to Metro Subway, CityLink Brown, or LocalLink 56 to continue to Johns Hopkins Hospital.

Alternatively, riders would also be able to take CityLink Green, LocalLink 53, or Express BusLink 103 to North Avenue and transfer to the CityLink Gold's Canton Crossing branch to continue to Johns Hopkins Hospital and Fells Point.

Riders who need to travel from points along Loch Raven Boulevard to Harbor East would be able to take CityLink Green or Express BusLink 103 to Downtown Baltimore, then transfer to CityLink Navy to continue to Harbor East.

Map Legend

- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
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 - Light Rail Stations
 - MARC Train Stations



MARYLAND TRANSIT ADMINISTRATION

6 St. Paul Street
Baltimore, MD 21202

410-539-5000 or
866-RIDE-MTA

mta.maryland.gov

For more information, or to request this document in an alternate format or translated into another language, please contact the department listed below.

Para mayor información o para solicitar este documento en un formato alternativo o traducido a otro idioma, por favor contacte el departamento enlistado abajo.

MDOT MTA Transit Information Contact Center

410-539-5000 • 866-743-3682 • TTY 410-539-3497 • Maryland Relay Users Dial 7-1-1

