



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

November 30, 2011

The Honorable Thomas V. "Mike" Miller, Jr.
President of the Senate
State House, H-107
Annapolis MD 21401-1991

The Honorable Michael E. Busch
Speaker of the House
State House, H-101
Annapolis MD 21401-1991

The Honorable Joan Carter Conway
Chair, Senate Education, Health and
Environmental Affairs Committee
2831 Hillen Road
Baltimore MD 21218

The Honorable Maggie McIntosh
Chair, House Environmental
Matters Committee
251 House Office Building
Annapolis MD 21401-1991

Dear President, Speaker and Chairs:

The attached report was written in response to House Bill 602, Chapter 134, Acts of 2011 requiring the Maryland Transit Administration (MTA) and the Maryland Department of Transportation, in consultation with the Washington Metropolitan Area Transit Authority, to study and make recommendations for a program to place recycling bins next to collections bins at transit stations. Specifically, the language directs:

"The Maryland Transit Administration and the State Department of Transportation, in consultation with the Washington Metropolitan Area Transit Authority, shall jointly study and make recommendations relating to the establishment of a program to place collection bins for recycling adjacent to collection bins for garbage at transit stations in the State.

The recommendations in paragraph (1) of this subsection shall identify the transit stations where recycling would be the most practicable and economically feasible."

If you have additional questions or concerns, please do not hesitate to contact MTA Administrator Mr. Ralign Wells at 410-767-8760. Of course, you should always feel free to contact me directly.

Sincerely,

Beverley K. Swaim-Staley
Secretary

Attachments

cc: Members of the Senate Education, Health and Environmental Affairs Committee
Members of the House Environmental Matters Committee
Mr. Ralign Wells, Administrator, Maryland Transit Administration

A Report to the Maryland General Assembly's
President of the Senate, Speaker of the House,
Senate Education, Health, and Environmental Affairs Committee,
and the
House Environmental Matters Committee

regarding

Recycling at Transit Stations Study
(House Bill 602, Chapter 134, Acts 2011)

The Maryland Transit Administration
The Maryland Department of Transportation

December 1, 2011

Recycling at Transit Stations Study (House Bill 602, Chapter 134, Acts 2011)

Introduction

This report was prepared to meet the requirements of House Bill 602, enacted as Chapter 134, Acts of 2011. The language directs:

“The Maryland Transit Administration and the State Department of Transportation, in consultation with the Washington Metropolitan Area Transit Authority, shall jointly study and make recommendations relating to the establishment of a program to place collection bins for recycling adjacent to collection bins for garbage at transit stations in the State.

The recommendations in paragraph (1) of this subsection shall identify the transit stations where recycling would be the most practicable and economically feasible.”

Background

During the 2011 session, the Maryland General Assembly enacted legislation requiring the Maryland Transit Administration (MTA) and the Maryland Department of Transportation (MDOT) in coordination with the Washington Metropolitan Area Transit Authority (WMATA) to study the potential for recycling containers at transit stations.

Currently, there are two major transit entities near Baltimore that have a large scale recycling program - Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia and WMATA. Over a period of years SEPTA has introduced recycling for transit riders and other sustainability initiatives for both their administrative offices and maintenance facilities. WMATA's recycling initiatives focus on waste streams generated through normal operations as well as some consumer-generated waste. On the operations side, each year WMATA recycles 28,580 tons of scrap metal, 32 tons of computer parts, 315,000 gallons of used oil, 4,250 gallons of miscellaneous chemicals, paints, lubricants, greases and solvents, and 7,950 used rail ties. Additionally, to encourage recycling among its workforce of over 10,000 employees, WMATA provides recycling programs for cans, bottles and paper at its eight rail yards, nine bus garages and its headquarters building. For the public, WMATA's extensive newspaper recycling program provides multiple newspaper recycling bins at all 86 Metrorail stations throughout the rail system. This program generates 2,400 tons of recycled newspaper annually. Currently, at three MTA-owned MARC stations, there is a pilot program to collect paper and cardboard products for recycling. The three stations are Dorsey, Odenton, and Savage. The MTA also has paper, glass, and plastic recycling at each of its administrative facilities.

In order to be consistent with the MTA's policy against the consumption food and beverages in Metro transit stations and on Metro, Light Rail, and Local Bus vehicles, recycling containers should not be placed within the fare gates. Additionally, as part of a U.S. Department of Homeland Security (DHS) directive, the MTA was directed to remove from the platform areas of passenger terminals and stations, trash receptacles and other non-essential receptacles or

Recycling at Transit Stations Study
(House Bill 602, Chapter 134, Acts 2011)

containers, with the exception of bomb-resistant receptacles or clear plastic receptacles, which may continue to be used. The MTA removed all trash receptacles from the underground stations of the Metro system and replaced them with bomb resistant receptacles. These protective trash receptacles were installed in strategic positions to lessen the potential impact to people and the facility in the event of an incident. Additional trash or recycling containers would impact the flow of passengers by limiting space on the platforms. The cost per recycling container, to be compliant with the DHS directive, would be about \$2,000 each.

WMATA faces issues similar to those faced by MTA regarding an expansion of consumer recycling to include cans, bottles and other common recyclables. WMATA is exploring the potential to provide recycling for riders approaching a rail station before passing through the fare gates. In developing a pilot program to provide recycling for bottles and cans, WMATA will be identifying suitable stations throughout the system. Specifically, WMATA will focus its efforts on locations at which the Authority has adequate control of the real estate outside of the fare gates.

Next Steps

The MTA believes that to be consistent with the policy prohibiting food and beverages in Metro stations and transit vehicles, the MTA will look to find stations that can accommodate recycling containers on the approach to the station. However, no such prohibition applies on the MARC system. The MTA therefore believes that expansion of recycling efforts to many of the MARC stations could be beneficial in advancing the overall goal of increasing recycling at transit facilities. Stations that could be good candidates for placement of recycling containers include:

- Perryville
- Aberdeen
- Edgewood
- Martin State Airport
- West Baltimore
- Halethorpe
- Odenton (currently has paper recycling)
- Bowie State
- Seabrook
- Dorsey (currently has paper recycling)
- Savage (currently has paper recycling)
- Laurel
- Muirkirk
- Brunswick
- Monocacy
- Point of Rocks
- Germantown
- Metropolitan Grove.

In the coming months MTA will solicit private vendors for proposals to install, maintain, and collect recyclables at its transit stations. In the past, placement and maintenance of recycling bins on the MARC system have been provided at no cost to the Agency, and MTA will seek to continue this type of arrangement. The MTA will work with the selected vendor to determine the best stations and location within each facility to place recycling containers.