

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 733 (Delegate Guyton)
Environment and Transportation

**Maryland Transit Administration - Fixed-Route Transit Services -
Announcements**

This bill requires the Maryland Transit Administration (MTA) to provide real-time audible and text-based announcements that announce all stops and other critical information on all fixed-route transit services.

Fiscal Summary

State Effect: Because the Maryland Department of Transportation’s (MDOT) capital program is fully subscribed, MDOT must redirect millions of dollars (likely at least \$8.0 million) from other projects in FY 2027 for equipment upgrades, as discussed below. Transportation Trust Fund (TTF) expenditures likely increase by at least \$200,000 annually beginning in FY 2028 for ongoing maintenance costs for the newly installed equipment, as discussed below. Revenues are not affected.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: MTA is a modal unit within MDOT, and it operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area. MTA’s fixed-route transit services include more than 50 local bus lines in Baltimore and other services, such as the light rail, Baltimore Metro subway, commuter buses, and Maryland Area Regional Commuter (MARC) trains. Its only non-fixed route service is its mobility/paratransit program. Aside from the District of Columbia transit system, MDOT and MTA are generally the agencies responsible for the construction and operation of transit lines in the State.

State Expenditures: MTA advises that many of its transit vehicles do not have the proper equipment installed to make the audio and/or text-based announcements required by the bill; specifically, MTA estimates that 70 buses and 61 MARC railcars must be retrofitted with new technology to meet the bill's requirements. Therefore, because MDOT's capital program is fully subscribed, significant funding, totaling millions of dollars in fiscal 2027, must be redirected from other projects to complete the upgrades and ensure the transit vehicles have the capability to make the required audible and text-based announcements. TTF expenditures increase beginning in fiscal 2028 for ongoing maintenance costs for the new technology.

Although a precise estimate of the increase in costs resulting from the bill cannot be made at this time, based on a *preliminary* analysis by MTA, the total cost to install the required equipment on its buses and railcars is likely to exceed \$8.0 million in fiscal 2027, with ongoing costs for maintenance of approximately \$200,000 annually thereafter. This preliminary estimate reflects the cost to ensure the vehicles can provide basic information about planned stops; however, if the bill is interpreted to require the announcements to include information about detours and travel disruptions in real time, additional equipment upgrades would also be necessary for MTA's light rail and Metro railcar transit vehicles, significantly increasing initial equipment and ongoing maintenance costs.

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: None.

Information Source(s): Maryland Department of Transportation; Department of Legislative Services

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caw/lgc

Analysis by: Richard L. Duncan

Direct Inquiries to:

(410) 946-5510

(301) 970-5510