

March 3, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 932 – Maryland Transit Administration – Fifth Bus Division Facility – Construction

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 932 and offers the following information for the committee’s consideration.

HB 932 would require the Maryland Transit Administration (MTA) to construct a fifth bus division facility by June 30, 2032. Further, the bill requires MDOT to program sufficient resources to ensure that construction and operations of the fifth division are in place by June 30, 2032.

The MDOT shares and appreciates the interest in implementing the fifth bus division project. As outlined in MTA’s BMORE Bus Plan, an additional bus facility is a necessary investment for more substantial changes to local, fixed-route bus service in the Baltimore region. The FY 2026 – FY 2031 Final Consolidated Transportation Program (CTP) includes \$14.5 million for the acquisition of the site that will house the future fifth division facility.

The Moore-Miller Administration has made transit a priority in Maryland, directing MDOT to address years of underfunding and the associated backlogs in basic state of good repair needs. The current CTP dedicates \$1.4 billion to the revitalization of the light rail system alone, marking the first major investment in the system since its construction. During this Administration, operational performance on MTA’s system has improved considerably. For example, the number of unplanned cut buses declined from 9% of service in 2023 to 2.4% in 2025. To deliver that service, MTA added 200 employees, recognizing the value that people play in maintaining operations and our transit systems.

While last year’s transportation funding package took meaningful steps to shore up the Department’s finances, addressing core state of good repair needs remains a priority for the MTA system. The fifth division is needed for expansion, and the estimated cost for the capital and operating needs to meet the requirements of the legislation would be over \$1 billion in capital (for the facility and bus purchases) and \$130 million in initial staffing costs. At existing funding levels, making these investments would require parallel reductions to other programs

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across MDOT. Meanwhile, the existing Eastern Bus Division is in need of significant near-term investment to maintain a safe and functional existing fourth division. The MDOT will be seeking to address this need first in its budgetary work. The ability to maintain state-of-good repair can have a catalytic effect on the acquisition of federal dollars for transportation.

The Maryland Department of Transportation respectfully request the Committee consider this information when deliberating House Bill 932.

Respectfully submitted,

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